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American Railroad Journal.

New York, Saturday, September 15, 1866.

The Industry of Massachusetts.

A document of much value has just been issued from the office of Hon. Oliver Warner, Secretary of the Commonwealth, entitled "Statistical Information relating to certain branches of Industry in Massachusetts, for the year ending May 1, 1866." The record which it presents of the industrial prosperity of the State is very gratifying. The first report of the kind, published in 1838, exhibited an annual amount of industrial products of eighty-six millions of dollars. In 1845 it had increased to one hundred and twenty-five millions. In 1855 it had reached the sum of two hundred and ninety-five millions, and is now augmented to five hundred and seventeen millions of dollars. Thus the last decade exhibits an increase of seventy-two per cent., while the population during the same period increased only three per cent. This result has been arrived at during a period when the country has been subjected to the strain of a distressing war, with a large proportion of our industrial classes changed from producers to consumers.

A comparison of some of the leading products, as exhibited in the extracts of 1855 and 1866, is

presented below, which shows largely increased results, with the single exception of the whale fishery:

	Value.	Capital.
Cotton	\$5,436,881	\$33,298,936
Calico and De-laine	25,258,708	4,232,000
Woolen	43,430,671	14,735,830
Paper	9,000,521	3,755,300
Rolls and sheet iron and nails	8,886,502	2,827,300
Printing and newpapers	5,888,148	1,119,400
Clothing	17,743,894	4,634,440
Tanning & cur-rying	15,821,712	4,994,938
Boots and shoes	52,915,243	10,067,474
Whale fishery...	6,618,670	5,879,862
Mackerel and cod fishery...	4,892,218	3,757,761
Horses, oxen & cows	19,154,790	2,829,640
Hay	13,195,279	15,423,521

There has been quite a marked reduction in the number of hands employed in the cotton and the boot and shoe manufactories. The number employed in cotton in 1855 was 34,787; in 1865, 23,678; the number employed in boots and shoes in 1855, was 74,326; in 1865, 55,160. This decrease is doubtless owing to the introduction of labor-saving machinery. On the figures given, Secretary Warner remarks:

"The aggregate amount of industrial products for the year ending May 1, 1866, surprising as it is, and exhibiting as it does a grand total of \$517,240,613, being over a million and a half dollars for each working day in the year, with a capital of \$174,499,950, and giving employment to 271,421 persons engaged in manufacturing, and 68,636 in agricultural pursuits, well illustrates the indomitable perseverance of a people whose national productions have been said to be only 'ice and granite,' and whose industry, united with in-

telligence, has not failed to win substantial triumphs over the disadvantages of soil and climate."

Bristol County leads in the manufacture of cotton. In the manufacture of calicoes and delaines Essex returns the largest amount. In woolen goods, Worcester stands at the head. Worcester leads, too, in shoddy. Middlesex makes the most carpeting, and the most hollow ware and castings; Suffolk the most locomotives, steam engines and boilers; Bristol the most shovels, spades, forks and hoes; Worcester the most plows and agricultural implements; Suffolk the most hoop skirts, and the most paper collars; Berkshire manufactures the largest amount of paper. Suffolk produces most of the organs, melodeons and piano fortes made in the State; Middlesex the most watches and jewelry; Essex is ahead on hats and caps; and Suffolk on clothing, being the principal seat of its manufacture; Suffolk and Hampden are the chief manufacturers of fire-arms; Middlesex is the principal seat of India rubber manufacture; Essex is the leading boot and shoe county. In the mackerel and cod fishery Barnstable stands first, with a value of \$2,224,403, against \$1,684,052 in Essex. In the whale fishery Bristol leads. Middlesex and Norfolk are the great brewery counties. Middlesex produces the largest value of fruit, and Worcester of hay. The latter county is also the foremost in horses, oxen, cows, &c. In beef, pork, mutton, veal and swine Middlesex stands highest; also in milk. Worcester and Middlesex are two of the greatest agricultural as well as manufacturing counties in the State. The aggregate manufacturing values of the counties are as follows:

Barnstable.....	\$6,090,022
Berkshire.....	24,951,498
Bristol.....	55,088,814
Dukes.....	545,810
Essex.....	81,107,926
Franklin.....	7,938,622
Hampden.....	28,016,816
Hampshire.....	13,148,957
Middlesex.....	83,102,442
Nantucket.....	281,265
Norfolk.....	36,771,397
Plymouth.....	17,632,246
Suffolk.....	86,549,174
Worcester.....	76,271,724

present lock will have to be widened to admit two boats into its chamber at the same time, or duplicate locks will have to be built alongside those in operation. Locks widened to pass two boats together would be a remedy for a time; and when still another enlargement of lockage capacity is required, the locks might be doubled in length, and made to pass four boats at a time in one chamber.

The Sant St. Mary's Canal has lock chambers 70 by 350 feet; and we have seen four brigs and schooners, bound from below for Lake Superior iron ore at Marquette, in the lock chamber at the same time.

The summit level of the Delaware and Raritan Canal is but 58 feet elevation above mean tide, so that the ascending and descending lockage between its termini is only 116 feet. The number of locks is but ten. The summit level is supplied by a feeder 23 miles long, which is filled by inflow from the Delaware river at Bull's island, and which has an incline of two inches in the mile to Trenton. Reservoir room for water storage may be provided to any extent, on the long summit level of the main canal; and nothing is needed but bold hydraulic engineering and the expenditure of money, to make the Delaware and Raritan Canal of capacity equal to its prospective trade, whatever be the limit its aggregate may reach.—*U. S. R. R. and Mining Register.*

Ogdensburg and Lake Champlain R. R.

On the 1st of August, 1865, this road, with its equipments, was, by an order from the Supreme Court, and by agreement of parties, transferred from the Trustees of the Second Mortgage Bonds of the Northern Railroad Company to the Ogdensburg, and Lake Champlain Railroad Company, an organization created by a law of the State, passed April 8, 1864. The road is 118 miles in length, extending from Rouse's Point to Ogdensburg. At the former it connects with the Montreal and Champlain, and the Vermont Central and Vermont and Canada Railroads. At Mooer's Junction, with the Montreal and New York Railroad. At Potsdam Junction, with the Rome, Watertown and Ogdensburg Railroad. And at Ogdensburg by ferry, with the Grand Trunk and Ottawa and Prescott Railroads of Canada. The equipment of the road consists of 26 locomotives, 17 passenger, 8 baggage, mail and express, and 353 freight cars. It has 18 miles of second track and sidings, and 4 miles of branch roads, viz: 1¼ mile from Summit to Gravel Beds; 1¼ mile from Champlain to River Landing, and 1 mile from Potsdam to Lumber Mill. The weight of rail per yard is 56 lbs.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers and freight	\$741,765 42	\$612,970 86
From interest	16,866 52	4,829 47
From insurance	9,427 50	17,000 00
From Crawford bonds		10,500 00
From bills payable		165,150 00
From bills receivable		59,500 00
Totals	\$768,059 44	\$869,950 33
Payments, other than for construction:		
For transportation expenses	\$549,703 85	\$662,711 74
For interest	108,484 50	189,102 07
For discount, interest and exchange	428 91	
For payments to Champlain extension		20,000 00
For expenses attending new organization		65,671 59
Totals	\$658,617 27	\$937,485 40

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	\$159,564 66	\$178,115 67
" freight	547,443 67	508,297 33
" other sources	19,335 38	21,108 34
Totals	\$726,343 71	\$707,521 34

Expenses, viz:

	1864.	1865.
Repairs of road	\$66,862 39	\$111,984 85
Cost of iron for do ...	77,655 14	55,758 19
Repairs of buildings... fences, etc.	34,789 30	22,744 72
Taxes and insurance ..	24,362 21	45,922 27
Repairs of engines	33,597 81	34,023 08
" cars	30,875 62	54,201 84
" tools, etc.	4,164 25	4,998 08
Incidental expenses ...	16,123 27	13,542 34
Office expenses	761 54	3,190 05
Agents and clerks	29,532 58	31,474 10
Labor, handling freight	20,562 24	31,063 05
Porters, watchmen and switchmen	16,717 74	26,563 46
Wood and water station attendance	3,341 91	8,579 92
Conductors, etc.	26,808 02	31,656 57
Engine and firemen	20,463 57	21,682 41
Fuel and preparing	36,508 50	65,512 00
Oil and waste	8,967 80	20,067 08
Loss and damage	2,151 96	3,297 83
General superintend'ce.	4,500 00	21,422 51
Contingencies	32,177 63	42,187 38
Totals	\$494,203 59	\$649,931 80
Earnings less exp.	\$232,140 12	\$57,589 54

COST OF ROAD AND EQUIPMENT.

	1864.	1865.
For graduation and masonry	\$1,862,822 87	\$1,862,822 87
Bridges	142,031 79	142,031 79
Superstructure, including iron	1,126,356 26	1,126,356 26
Passenger and freight stations, etc.	330,430 79	330,430 79
Engine & car houses, machine shops, etc.	117,333 09	117,333 09
Land, land damages and fences	241,173 72	141,393 72
Locomotives and fixtures and snow plows	238,370 94	251,879 31
Passenger & baggage cars	47,023 64	52,946 16
Freight & other cars.	508,808 12	526,725 10
Engineering and agencies	129,704 68	129,704 68
Totals	\$4,644,055 90	\$4,681,623 77

STOCK AND DEBTS.

	1864.	1865.
Capital stock	\$.....	\$3,077,000 00
First mort. bonds ...	1,494,900 00	1,494,900 00
Second "	3,077,000 00	.....
Totals	\$4,571,900 00	\$4,571,900 00

The number of miles run by passenger trains in 1865, was 124,872; by freight trains, 275,048—total, 399,920, against 458,311 in 1864, a decrease of 58,391. Number of passengers carried in 1865, 147,500; do., carried one mile, 5,498,317. In 1864, the number carried was 141,680, and the mileage of do., 5,846,234—an increase in passengers carried of 5,820, with a decrease in mileage of 347,917. Tons of freight carried in 1865, 203,781; mileage of do., 18,834,478. In 1864 the tonnage was 230,201, and the mileage of do., 21,154,384—a decrease in tonnage of 26,320, and in mileage of freight, of 2,319,906.

The Second and Third and Sixth and Ninth street cars, Philadelphia, are running every day in the week.

New Orleans Cotton Trade.

The New Orleans *Price Current*, in its annual review, dated September 1, gives the following table, showing the total product of cotton, with the receipts at New Orleans, and the total crop of each year:

	Crop. Bales.	Received at New Orleans.	Average price per lb.	Total Value.
1856-'57.	2,939,519	1,513,247	12½¢	\$86,205 099
1857-'58.	3,113,962	1,678 616	11½¢	88,127,840
1858-'59.	3,851,481	1,774,298	11½¢	92,087,794
1859-'60.	4,675,770	2,255,448	10½¢	109,389,228
1860-'61.	3,699,926	1,849,312	11	92,465,600
1861-'62.		38,880	10	1,769,040
1862-'63.	3,900,000	22,078	55½¢	5,107 082
1863-'64.		131,014	85	46,677,872
1864-'65.	500,000	271,015	69¼¢	73,326,398
1865-'66.	800,000	787,386	89¼¢	140,812,185

By the above figures it will be seen how much more valuable the cotton crop of 1865-'66, was than that of any previous year, though the production was only about 16½ per cent. of that of 1859, which was the heaviest in the last ten years, the crop of that year reaching 4,675,770 bales, of the value, at the then prices, of about \$109,250,000. In the year 1866, 800,000 bales were produced, and were worth \$140,250,000. The product of the present year is estimated at more than double, probably treble, that of last year, and the prices this year range from 24 to 35 cents per pound for the various grades, against 39¼ cents as the average price last year. From this comparison of figures the cotton crop of this year promises to be much more valuable than it was last year.

Bridge Across the Mississippi.

Quincy, Ill., September 6.—A bill for building a bridge across the Mississippi passed Congress a few days before its adjournment. The three railroads terminating at this point, desirous of building the same, have made a contract to that effect with the corporators, have received the charter, and the contract was signed and delivered yesterday, so that the Mississippi river bridge is now a fixed fact, on the great highway of travel to Salt Lake and California.

The Greenland Telegraph Route.

A Copenhagen letter states that the project of uniting the Western Continent with Europe by a telegraph cable, via the Faroe Isles and Greenland, is still under consideration. One of the directors of the company is in the Danish capital to settle the final details with that Government.

The Commissioners of the Troy and Greenfield Railroad invite proposals for the completion of the road from Greenfield to the Hoosac Tunnel. Proposals should be addressed to Alfred R. Field, Chief Engineer, at Greenfield, Mass.

The work on the Alexandria and Fredericksburg railroad is being rapidly pushed forward. The iron bridge over the Occoquan has been contracted for with Messrs. Smith & Latrobe, of Baltimore, and will be ready in time.

The Georgian Bay Canal Company has advertised for tenders for the construction of the canal.

The machine shops of the Burlington and Missouri River Railroad, at Burlington, Iowa, were burned on the 8th inst.

[illegible]

Great Western Railway of Canada.

**REPORT OF THE DIRECTORS FOR THE HALF YEAR
ENDING JANUARY 31, 1866.**

The receipts on capital account during the half year amounted to £9,381 12s. 1d., and the total receipts to 31st January, 1866, were £5,155,731 8s. 2d. The aggregate expenditure to the same date amounted to £1,151,893 6s. 6d.; leaving a balance to the credit of capital account of £3,838 1s. 8d. The outlay on capital account during the half year amounted to £32,526 8s. 9d., and consists of proportion of expenditure chargeable to capital on rebuilding timber bridges in stone and iron; cost of fish jointing six miles of rails; outlay on new car ferry boat for the Detroit River, new station at Toronto, and extension of the line along the Toronto esplanade; cost of 2¼ miles of line to be used by the Erie and Niagara Railway, &c. The receipts and expenditure on revenue account for the past half year are as follows:

Gross receipts.....	£387,039
Working expenses, including maintenance of way, taxes, insurance, and rent of suspension bridge	146,938
	£240,101
From which there has to be deducted—	
Interest on Government loan ...	£17,498
Interest on bonds, &c.....	32,800
Loss on conversion of American money	73,317
Renewal of rails, sleepers, bridges, &c.....	23,665
	146,680
Balance from half year's working.....	93,421
Add surplus from last half year.....	3,205
	£96,626

From this the Directors recommend a dividend at the rate of 5 per cent. per annum, free of income tax, which will absorb £85,626 6s., leaving a balance of £11,000 6s. to be carried to the credit of the current half year. The loss incurred on the conversion of American funds during the half year, amounts to the sum of £73,316 17s. 11d.; this includes the conversion of \$242,158 44c. of American money brought over from the previous half year, and there remained on January 31st, 1866, a balance of \$114,557 72c. in American funds unconverted, or a reduction of \$127,600. During the past half year the aggregate American funds converted exceeded by \$442,045 25c. the amount converted during the previous half year, and by \$357,293 75c. that in the corresponding half year. The price of gold has ranged from 148¾ to 137¾. The average cost of the gold purchased has been 144¾. The following table shows the receipts and expenses of the last five half years:—

Half year.	Receipts. Passen. Freight. mails, and sundries, stock.	Freight. Rents.	Total.	Expense including taxes, in- surance, & suspension bridges.
	£	£	£	£
Jan., 1864.	129,684	171,329	621	301,634
July, 1864.	125,282	189,081	577	314,940
Jan., 1865.	154,125	157,874	730	312,730
July, 1865.	139,821	144,028	716	284,565
Jan., 1866.	205,131	181,071	837	387,039


Percentage of gross receipts—* 45.05; † 44.51;
‡ 43.95; § 46.56; ¶ 37.97.


The gross receipts for the six months ending January 31st, 1866, were £387,039 6s. 1d., against £312,729 10s. 10d. for the corresponding half year of 1865, being an increase of 22¾ per cent. In the aggregate, the passenger receipts for the half year just ended show an increase of £51,005 43s. the freight and live stock receipts an increase of £23,197 6s., and rents an increase of £106 16s. 3d.; being a total increase of £74,809 15s. 3d. as compared with the corresponding half year.

ending January 31st, 1865. The working expenses are 37.97 per cent. as compared with 43.95 per cent. for the corresponding half year, showing a reduction of about 6 per cent. Thus the additional gross traffic of £74,309 15s. 8d. has been earned at an increased cost for working expenses of only £9,500 12s. 6d. The new station at Toronto has been opened for public use. The traffic to and from Bothwell on the main line has greatly increased, consequent upon the progressive development of the numerous petroleum oil wells in that and in the Euniskillen oil districts. The Directors are strongly urged to construct the projected branch line, for which legislative powers were granted in May, 1863. In the matter of the Commercial Bank notice of new trial in Canada has been given by the bank; but there is a prospect of an equitable adjustment being arrived at without further litigation. The accounts show that during the last half year the cost of re-rolling rails at the company's rolling mill has been reduced to \$22¼ per ton. The production since the opening of the mill on the 1st August, 1864, has been 5,689 tons, at an average cost of \$24 per ton. The price formerly paid by the company at Toronto was 26½ per ton, exclusive of the cost of baulage from Hamilton to Toronto, which averaged \$1½ per ton, making the total cost \$18 per ton. The company had thus saved \$4 per ton on 5,689 tons re-rolled since the erection of their own mill, being a total saving of \$22,756 in the last eighteen months. The Directors are glad to report that the railway bridge over the Hudson River at Albany, connecting the New York Central with the Hudson River and Western of Massachusetts Railroads has been completed. The opening for traffic of this bridge, it is hoped, will obviate in future the impediments which have periodically arisen in the transportation of through traffic to the seaboard, in consequence of the ferry boats being unable to ply through the ice during the winter. The narrow gauge track about to be laid down on the Great Western main line will thus have an increased value as a through route. The gross earnings of the Detroit and Milwaukee Railroad for the year ending December 31, 1865, were £347,616 17s., and the working expenses amounted to £205,633 14s. 1d., leaving a net revenue of £141,983 2s. 11d.; of this surplus, the sum of £83,741 4s. 6d. was absorbed in the payment of interest on all description of mortgage bonds of the company. The gross earnings for the previous year ending December 31, 1864, were £271,932 1s. 4d., the working expenses, £181,799 14s., and the net revenue, £90,132 7s. 4d.

Signed on behalf of the Board of Directors,
THOMAS DAKIN, President.
London, March 26th, 1866.

Memphis and Charleston Railroad.
At a recent meeting of the stockholders of the Memphis and Charleston Railroad, in Memphis, Tenn., the following resolution was adopted :
Resolved, That the President and Directors of the Memphis and Charleston Railroad be requested to inquire into the feasibility of building a direct line from a point in North Alabama, connecting with the Memphis and Charleston Railroad to Atlanta, if a charter can be obtained and means raised to accomplish said object.

 The condition of the Montgomery and Eufaula (Ala.) Railroad is said to be very encouraging. A large force is at work on the grading of the road at Union Springs, only twelve miles of which remains to be completed. It is intended to commence the track laying some time next month.

 The new New York Northern Railroad Company has chosen Chester W. Chapin, of Springfield, President; Chas. R. Westbrook, of Ogdensburg, N. Y., Vice President Thos. L. Green, of Albany, Secretary and Treasurer.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:					COPPER:					IRON:					GOLD:				
Acton.....Ca.	5	---	200,000	---	Knowlton.....L. S.	25	8	20,000	---	Broad Top.....Pa.	50	---	---	---	Acadia.....N. S.	3	---	100,000	---
Acton Vale.....Ca.	5	---	20,000	---	Lafayette.....Ca.	25	---	20,000	---	Copake.....N. Y.	50	50	50,000	---	Ada Elmore.....Idaho.	10	---	100,000	---
Adventure.....L. S.	25	3	20,000	---	Lake.....Ca.	25	2	20,000	---	Foster.....Pa.	5	---	---	---	Albion....."	3	---	100,000	---
Albany and Boston....."	50	25	20,000	3	Lawrence.....L. S.	25	---	20,000	---	French Creek.....Pa.	5	---	100,000	---	Albion.....Col.	5	---	100,000	---
Algonah.....L. S.	25	3	20,000	1	Lennoxville.....Ca.	5	---	100,000	---	Garrison's.....N. Y.	5	5	100,000	104	American.....Col.	100	---	50,000	---
Allouez....."	25	1	20,000	---	Logan....."	5	---	100,000	---	George's Creek.....Md.	100	100	10,000	---	American Flag.....Col.	10	---	60,000	---
American....."	25	1	20,000	---	Lower California.....Mo.	50	---	40,000	---	Harewood.....L. S.	5	5	20,000	---	Ascot.....Can.	100	---	50,000	---
Amoydaloid....."	25	17	20,000	---	Lyster.....Ca.	25	---	200,000	---	Lake Superior.....L. S.	25	25	20,000	---	Atl. & Pac.....Nev.	50	---	100,000	---
Anita.....Cal.	10	---	20,000	---	Madison.....L. S.	25	6	20,000	---	Mount Pleasant.....Pa.	50	50	10,000	---	Baltic.....Col.	---	---	---	80c
Arnapolis.....Md.	10	---	50,000	---	Malden....."	25	12	20,000	---	Teal Lake.....L. S.	25	---	20,000	---	Bates & Baxter....."	---	---	---	---
Armadia.....L. S.	25	---	20,000	---	Mandan....."	25	4	20,000	---	Tyson.....Vt.	10	---	20,000	---	Benton....."	5	---	100,000	---
Arizona.....Ariz. T.	100	---	100,000	---	Manhattan....."	25	5	20,000	4	LEAD AND ZINC:					Black Hawk....."	100	---	50,000	---
Arnold.....Ca.	25	---	20,000	---	Marquette....."	25	3	20,000	---	Amenia.....N. Y.	5	---	100,000	---	Bob Tail....."	10	---	10,000	---
Ascot.....Ca.	25	---	20,000	---	Maryland.....Md.	25	---	20,000	---	Bucks County.....Pa.	5	---	40,000	---	Briggs.....Col.	100	---	10,000	---
Astor.....L. S.	25	1	20,000	---	Mass.....L. S.	25	4	20,000	---	Canada.....Ca.	5	---	50,000	---	Burroughs....."	10	---	100,000	---
Atlas....."	25	2	2,000	---	Massachusetts....."	25	---	20,000	---	Champion.....N. Y.	5	5	110,000	---	Bullion.....Mtns.	5	---	200,000	---
Aztec....."	25	4	20,000	---	Medora....."	25	1	100,000	---	Clute....."	5	5	110,000	---	Bullion Consol.....Col.	1	---	300,000	2
Balt. and N. C.....N. C.	5	---	20,000	---	Mendota....."	25	1	100,000	---	Continental....."	24	24	0,000	---	Chebuco.....N. S.	5	---	100,000	---
Bay State.....L. S.	25	13	20,000	16	Merrimac....."	25	6	20,000	---	Eastport.....Me.	10	---	100,000	---	Central.....Col.	5	---	200,000	---
Beaver....."	25	2	20,000	26c	Merryweather....."	25	8	20,000	3	Erie.....N. Y.	10	---	40,000	---	Central Gold....."	5	---	20,000	---
Bedford.....Ca.	5	---	125,000	---	Mesnard....."	25	8	20,000	---	Gay's River.....Maes	2	---	100,000	---	Chaudiere.....Can.	5	---	100,000	---
Black River....."	25	---	20,000	---	Michigan....."	25	---	20,000	---	Hampton.....Maes	5	---	100,000	---	Cholden.....Idaho.	10	---	100,000	---
Bohemian.....L. S.	25	17	20,000	---	Middlesex....."	25	---	20,000	---	Jefferson.....N. Y.	5	---	10,000	---	Columbia.....Nev.	100	---	300,000	---
Bolton.....Ca.	5	---	200,000	---	Milton....."	25	1	20,000	16	Kings Hill....."	5	---	10,000	---	Consol Gregory.....Col.	100	---	50,000	17
Boston.....L. S.	25	2	20,000	1	Minnesota.....L. S.	25	18	20,000	---	Lake Superior.....Mich	5	---	200,000	---	Copallineche....."	50	---	250,000	---
Brooklyn.....L. S.	25	2	20,000	---	Missisquoi.....Ca.	25	---	150,000	---	Lancaster.....Pa.	5	---	50,000	45	Corvud....."	25	---	100,000	---
Brome.....Ca.	5	---	100,000	---	Morrison.....L. S.	25	---	20,000	---	Lehigh.....Pa.	5	---	45	---	Continental....."	100	---	20,000	---
Cabot.....L. S.	25	4	20,000	---	Nashua....."	25	---	20,000	18	Macomb.....N. Y.	5	---	110,000	---	Denver....."	20	---	50,000	---
Caledonia....."	25	6	20,000	---	National....."	25	5	20,000	3	Maine.....Me.	10	---	50,000	---	Downville....."	1	---	300,000	---
Cambridge....."	25	6	20,000	60c	Native....."	25	2	20,000	---	Mineral Point.....N. Y.	5	---	100,000	---	Eagle....."	10	---	100,000	---
Canada.....Vt.	4	1	100,000	---	Naumkeag....."	25	1	20,000	---	Morgan....."	5	---	100,000	---	East Bannock.....Mtns.	2	---	100,000	---
Carp Lake.....L. S.	25	---	20,000	---	Nebra-ka....."	25	---	20,000	---	Mount Hope.....N. Y.	24	---	80,000	---	El Dorado.....Col.	5	---	500,000	---
Cascade....."	25	---	20,000	---	Nequaket....."	25	2	20,000	---	New Hampshire.....N. H.	5	---	100,000	---	Empire....."	20	---	250,000	---
Central....."	25	6	20,000	4	New England.....L. S.	25	2	20,000	---	New Jersey.....N. J.	100	---	12,000	---	Excelsior....."	10	---	30,000	---
Champlain.....Ca.	15	---	200,000	---	New Jersey cons. N. J.	10	---	100,000	---	N. Y. & Boston.....N. Y.	10	---	100,000	---	Gem....."	50	---	100,000	---
Chatham....."	2	---	200,000	---	Newton.....Ca.	1	---	200,000	---	Oswegatchie.....Ca.	5	---	100,000	---	Golconda....."	20	---	250,000	---
Cheticamp....."	5	---	30,000	---	New York.....L. S.	25	1	20,000	---	Phoenix.....N. Y.	5	---	50,000	---	Gold Mountain.....Col.	10	---	600,000	---
Chippewa.....L. S.	25	---	20,000	---	N. Y. & Passaic.....N. J.	5	---	100,000	---	Placencia Bay.....N. F.	5	---	20,000	---	Gold Mining....."	100	---	50,000	---
Clifton....."	25	---	20,000	---	North Cliff.....L. S.	25	4	20,000	---	Ramsay.....Ca.	25	---	20,000	---	Gunnell....."	10	---	300,000	---
Collin....."	25	---	20,000	---	North State....."	25	3	20,000	---	Rochester....."	24	---	200,000	---	Gunnell Central....."	50	---	20,000	---
Concord....."	25	4	20,000	6	North Western....."	25	11	20,000	---	Rossie.....N. Y.	5	---	100,000	---	Gregory....."	50	---	20,000	---
Consolidated....."	25	6	20,000	---	Norwich....."	25	11	20,000	---	Shawangunk.....N. Y.	5	---	1,000	---	Great Western....."	10	---	60,000	---
Copper Creek.....Mo.	100	---	10,000	---	Ogima....."	25	7	20,000	---	Sussex.....N. J.	5	---	125,000	---	Hope....."	25	---	80,000	1
Copper Creek.....Wis.	25	---	20,000	---	Otisville.....N. Y.	5	---	100,000	---	Union.....Pa.	5	---	100,000	---	Hope....."	25	---	80,000	1
Copper Falls.....L. S.	25	24	20,000	47	Ontonagon.....L. S.	5	---	20,000	---	Walkill.....N. Y.	5	---	---	---	Holman....."	2	---	150,000	---
Copper Harbor....."	25	1	20,000	---	Ottawa.....Ca.	1	---	200,000	---	Warren.....N. H.	5	---	---	---	Idaho.....Nebr.	5	---	100,000	---
Copper Hill.....Wis.	1	---	200,000	---	Pacific.....L. S.	25	---	20,000	---	White Mountain....."	25	---	60,000	60	Isaac's Harbor.....N. S.	5	---	100,000	---
Corinth.....Vt.	25	---	20,000	---	Pennsylvania....."	50	50	20,000	6	COAL & ANTHRACITE:					Kansas-Columbia.....Col.	10	---	100,000	---
Cornwall.....Vt.	2	---	100,000	---	Petherick....."	25	5	20,000	36	American.....Pa.	25	---	60,000	---	Kip & Buel....."	2	---	100,000	---
Dacotah.....L. S.	25	2	20,000	---	Pewabic....."	25	3	20,000	13	Appleton....."	50	50	50,000	18	La Crosse....."	10	---	100,000	---
Dana....."	25	3	20,000	---	Phila. & Boston....."	25	15	20,000	63	Ashburton.....Pa.	50	50	50,000	14	Liebig....."	5	---	200,000	---
Deep River.....N. C.	5	---	10,000	---	Phoenix....."	25	15	20,000	13	Atlantic & G. C.....Md.	12	---	40,000	---	Lake Major.....N. S.	50	---	12,000	---
Delaware....."	25	20	20,000	---	Pittsburg & Boston....."	25	6	20,000	11	Baltimore....."	100	100	---	---	Mariposa.....Cal.	100	100	50,976	11
Derby....."	25	---	20,000	---	Pontiac....."	25	10	20,000	---	Bear Valley....."	12	---	40,000	---	Do. preferred....."	100	100	57,744	20
Devon....."	25	1	20,000	---	Prescott.....Ariz. T.	100	---	100,000	---	Beaver Meadow.....Pa.	50	50	100,000	---	Mammoth.....Col.	10	---	100,000	---
Doucheater....."	25	1	20,000	---	Providence.....L. S.	25	---	20,000	44	Belmont....."	50	50	10,000	---	Manhattan....."	10	---	100,000	---
Dover.....Ca.	2	1	200,000	---	Quincy....."	10	10	20,000	---	Big Mountain.....Pa.	5	---	100,000	---	Massachusetts....."	5	---	250,000	---
Dudley.....L. S.	25	14	20,000	---	Relliance....."	25	---	20,000	---	Boston & Pictou.....N. S.	5	---	100,000	---	Mount Vernon.....Nev.	10	---	300,000	---
Dunham.....Ca.	2	---	200,000	---	Republic....."	25	---	8,000	---	Bridgeport.....Pa.	10	10	30,000	---	Montana.....Col.	4	---	100,000	---
Durham....."	5	---	200,000	---	Revolute....."	25	6	20,000	---	Broad Mountain....."	10	10	30,000	---	National....."	10	---	300,000	---
Eagle River.....L. S.	25	3	20,000	3	Ridge....."	25	8	20,000	---	Brittle American.....N. S.	24	24	200,000	24	New York City.....Nev.	100	---	50,000	---
Edwards....."	25	1	20,000	---	Rockland....."	25	12	20,000	9	Cape Briton.....N. S.	24	24	200,000	---	New York.....Col.	10	---	100,000	---
Ely.....Ca.	5	---	100,000	---	Roscoe.....Ca.	1	---	200,000	---	Cameron.....Pa.	50	---	10,000	---	N. Y. & Y				

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length completed: equivalent in single r.r.	In progress or projected	Equip- ment.				Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Cars.							Bonded Debt.	Floating Debt.	Gross.	Nett.			
			Horses.	2-horse.	1-horse.	No										
m.	m.	m.	No	No	No											
MASSACHUSETTS.																
Nov. '65	3.36					Boston and Chelsea	110,000	110,000				8,800	6,920			27
Nov. '65	4.52		208	31		Broadway, Boston	324,225	350,000				104,680	10,130			484
Nov. '65	27.43					Cambridge	734,671	727,800	150,000		7,297					96
Nov. '65	3.76					Dedham and West Roxbury	53,229	41,000								
Nov. '65	2.74		29	6		Lowell (Horse)	145,119	43,706			12,229					
Nov. '65	12.50		167	32		Lynn and Boston	275,739	200,000	50,000		54,259	150,114	lo-s.	4		42
Nov. '65	3.41					Malden and Melrose	60,246	200,000	64,452		66,222		(Middlesex)			254
Nov. '65	3.07					Medford and Charlestown	36,600	21,000	10,000				(Middlesex)			50
Nov. '65	33.74		340	151		Metropolitan (Boston)	1,492,107	1,250,000			287,100	651,603	loss.	3		6
Nov. '65	3.87		255	41		Middlesex (Boston)	47,441	400,000	32,000		75,952	174,882	2,677			47
Nov. '65	6.69		60	9		Quincy	154,233	71,000	58,400		56,500	32,583	loss.			
Nov. '65	6.75		54	16		Salem & South Danvers	176,093	150,000	16,000		13,059	36,108	1,975			
Nov. '65	2.68					Somerville	50,000	50,000					(Middlesex)			5
Nov. '65	2.50					Stoneham street (Boston)	36,800	33,000				8,241	1,091			3
Nov. '65	6.74					Suburban	95,500	5,000					(Mal. & Mel.)			
Nov. '65			392	63		Union (Transportation)	242,809	160,000	20,000	150,748	307,780	loss.				
Nov. '65	1.55		15	3		West Cambridge	16,350	13,500			8,955	loss.		3 1/2		4
Nov. '65	2.25					Winnisimmet	62,152	60,000		500	5,200	2,922				
Nov. '65	11.60		44	8		Worcester	92,763	75,800	61,500	1,826	19,667	loss.				
CONNECTICUT.																
Jan. '64	3.0	3.0	45	7		Fairhaven and Westville	100,000	100,000						8		
Dec. '62	8.5		11	3		Hartford and Wethersfield	300,000	300,000								
NEW YORK.																
Sep. '65	7.17				6	A bany	85,544	50,000	31,000		65,155	501				
Sep. '65	17.50		35			Bleeker St. & Fulton Ferry	1,595,966	900,000	610,000	43,000	103,215	37,588			100	
Sep. '65	10.73		32	28		Broadway (Brooklyn)	228,288	200,000	27,500	6,802	81,027	12,500			100	
Sep. '65	14.33		98			Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1,000,000	100,000	612,779	198,082			100	
Sep. '65	7.75		10	2		Brooklyn, Bath & Coney Is'd	135,178	100,000	80,000	71,130	2,068	8,282			100	
Sep. '65	24.00		35	43		Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,877	3,666			9	
Sep. '65	56.18	1.90	146	29		Brooklyn City	1,333,460	1,000,000	170,000		857,701	145,765		5 1/2	10	
Sep. '65	11.75	4.00	32			Brooklyn City and Newtown	539,162	366,000	200,000	37,862	104,691	5,651			100	
Sep. '65	0.09	9.41				Brooklyn City & Ridgewood	187,200	164,000	70,000	3,200					100	
Sep. '65		3.50				Brooklyn City & Rockaway		7,500	35,000							
Sep. '65	24.00		116			Centrl Pk. N. & E. Riv. (N.Y.)	1,517,906	855,900	550,000		528,000	74,057			100	
Sep. '65		2.0				Clinton Avenue (Albany)		2,000								
Sep. '65		2.00				Cohoes & Waterford		500								
Sep. '65	19.75		32			Coney Island and Brooklyn	612,385	500,000	138,000	4,192	150,634	34,102			100	
Sep. '65	11.82		46			D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362			100	
Sep. '65		6.00				East & North River (W.C.C.)	650	650								
Sep. '65	18.00	1.00	141			Eighth Avenue	1,280,915	1,000,000	160,000		627,153	90,670		6	100	
Sep. '65	12.00		42			42d st. & Grand st., Ferry	962,521	750,000	280,000	2,698	227,662	63,047		5	100	
Sep. '65	4.62					Grand St. & Newtown (W.C.)										
Sep. '65	10.00		17			Harlem Br. Morris & Ford'm	193,738	72,000	118,500	3,000	62,790	2,600			100	
Sep. '65		19.00				Harlem & Tarrytown		3,550								
Sep. '65	19.10		30			Ninth Avenue	444,877	795,380	112,000		74,514	loss.			100	
Sep. '65		11.00				Port Morris & Westchester	1,200	1,200								
Sep. '65	16.00		19			Rochester City & Brighton	251,559	133,400	100,000		80,029	29,616			100	
Sep. '65	8.37					Second Avenue (N. Y.)	1,218,177	650,000	520,000	136,970	33,298	101			100	
Sep. '65	17.50		147			Sixth Avenue (N. Y.)	1,409,516	750,000		139,604	482,224	loss.			100	
Sep. '65		5.00				Third Avenue (N. Y.)	2,110,100	1,170,000	1,180,000		1,084,742	211,243		9	100	
Sep. '65	4.46	1.00				Third Avenue & Fordham	975	975								
Sep. '65						Troy and Cohoes	50,000	50,000		ope: by	T. & L.	R. R.				
Sep. '65	6.50	9.00				Troy & Lansingburg										
Sep. '65	1.50		4			Utica City	209,325	124,500	100,000	00	30,752	loss.			50	
Sep. '65						V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000		12,859	808				
Sep. '65						Westchester	5,949	7,370								
Sep. '65		4.00				West Shore	1,457	2,200								
NEW JERSEY.																
Dec. '62	5.82		7			Hoboken and Hudson City	32,000	30,000		2,000						
Dec. '62	5.05	2.50	8			Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986		3		
Dec. '62	10.47					Jersey City & Bergen Point										
Dec. '62	17.00		160	22		Orange and Newark	599,414	281,550	300,300	20,950	105,558	29,459			50	
Dec. '62	5.80		8			West Hoboken & Hoboken	100,000	40,000	60,000							
PENNSYLVANIA.																
Oct. '65	7.89		142	24		Chestnut & Walnut (Phila.)	235,421	160,000	135,000					40	10	
Oct. '65	5.50		122	21		Citizens' (Pittsburg)	185,021	100,000	55,300	10,318	114,721	34,877		10	50	
Oct. '65	12.31		262	49		Frankford & Southw'k (Ph.)	765,569	491,620	200,000		286,861	91,545			50	
Oct. '65	6.0		86	1		Fairmt Pk & Del. Riv. (Ph.)					62,782	8,227				
Oct. '65	4.50		195	33		Green & Coates st. (Phila.)	232,953	150,000	100,000		158,903	39,721		2	50	
Nov. '65	19.00		250	44		Germantown	385,109	112,245	250,000		191,195	49,561			50	
Oct. '65	5.04		120	25		Girard College (Phila.)	114,611	160,000			122,866	36,832		4	50	
Oct. '65	2.00		25	4		Harrisburg City	49,504	30,118		9,000	6,728	3,562			25	
Oct. '65	19.00		328	56		Hestonv. Mantua & Fairmt		183,600		75,131	153,813	39,178			50	
Oct. '65	4.50		105	16		Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007			25	
Oct. '65						Oakland (Pittsburg & E. L.)										
Oct. '65	3.75		124	18		Pittsb. Allegheny & Manch'r	96,335	75,000	35,000	150	88,795	20,243		16	50	
Oct. '65	2.06		67	12		Pittsburg and Birmingham	66,440	54,000	22,600		67,040	14,278		14	50	
Oct. '65	3.80		165	27		Philadelphia City	240,264	100,000	135,000		149,978	59,722		74	50	
Oct. '65	5.00		64	10		Philadelphia and Darby	86,333	100,000	17,000		33,781	6,494		5	20	
Oct. '65	4.50		51	10		Ridge Avenue & Manyunk.	179,335	120,000	63,300		41,737	6,903			50	
Oct. '65	18.09		431	67		Second & Third st. (Phila.)	472,031	203,757	137,300		437,562	158,830		10	50	
Oct. '65	5.62		87	9		7th & 19th st. (Phila.)	114,368	120,000			61,883	9,187			50	
Oct. '65	7.00		118	16		Spring & Pine (Phila. & Gr's F.)	249,411	217,697	15,000	10,000	84,900	20,845		44	50	
Oct. '65	7.00		210	35		10th & 11th st. (Citizens)	178,048	192,750			210,143	87,510		94	50	
Oct. '65	6.25		143	23		13th & 15th st. (Phila.)					143,038	38,435		5	50	
Oct. '65	23.05		412	70		Union, Philadelphia	627,185	291,475	80,000	283,128	206,593	6,900			50	
Oct. '65	6.00		327	52		West Philadelphia	355,105	243,100	100,000	10,000	306,261	81,335		10	50	
Oct. '65	1.00		9	4		Williamsport		15,150		622	3,637	1,851			25	
MARYLAND.																
Dec. '62	21.00		340	50		Baltimore City	700,000	670,000		31,549	239,059	21,058				
OHIO.																
Dec. '62	5.00					Cincinnati Street	161,913	150,000								
Dec. '62	5.00					City (Cinc.) Passenger	111,412	100,000								
Dec. '62	3.81					Passenger (Cinc.)	69,367	50,000								
Dec. '62	3.63					Pendleton & S. St. Mar't (Cin.)	70,000	50,000								

PASSENGER RAILROAD BONDS.

DESCRIPTION,	Amount out- standing.	Rate.	INTEREST.		Principal payable.	Market Price.
			Pay- able.	Year.		
Broadway [Brooklyn]:						
Real Estate Mortgage	27,500	7	Month.	Year.	p. c.	
Broadway & 7th Avenue:						
1st Mortgage	200,000	7	J. & J.	1884		
Brooklyn, Bath & Coney Is'd						
1st Mortgage	80,000	7	J. & J.	1883		
Brooklyn and Rockaway:						
1st Mortgage	20,000	7	J. & J.			
Brooklyn Centr. & Jamaica:						
1st Mortgage	304,250	7	J. & D.	1870		
Brooklyn City:						
1st Mortgage	170,000	7	J. & J.	1872		
Brooklyn City & Newtown:						
1st Mortgage	200,000	7	J. & J.	1872		
Brooklyn City & Ridgewood:						
1st Mortgage	20,000	7	J. & J.	1884		
Cambridge:						
1st Mortgage	150,000	6	J. & J.	1881	59	
Central Park, East & North River:						
1st Mortgage	650,000	7	J. & J.	1874		
Citizens' [Pittsburg]:						
1st Mortgage	57,900	7	J. & J.	1870		
Cliftondale:						
1st Mortgage	25,000	6	J. & J.	1871		
Coney Island and Brooklyn:						
1st Mortgage	138,000	7	J. & J.	1873		
Delaware County:						
1st Mortgage	6,500	7				
Dorchester:						
Real Estate Mortgage	5,000	6				
D. Dock, E. B'w. & Battery:						
1st Mortgage	200,000	7	J. & J.			
Eight Avenue:						
1st Mortgage	160,000	7	J. & J.			
Forty-second street:						
1st Mortgage	127,150	7	J. & J.	1873		
Real Estate	134,500	7	J. & J.			
Frankford and Southwark:						
1st Mortgage	200,000	7	J. & J.	1869	107	
Germanatown:						
1st Mortgage	250,000	7	J. & J.	1869		
Green and Coates St.:						
1st Mortgage	98,000	7	J. & J.	1870	96	
Harlem Br. Morris & Ford'n						
1st Mortgage	118,000	7	J. & J.			
Hestonville Mantua & Fair- mount:						
1st Mortgage	40,000	7	J. & J.	1869		
Hoboken and Weehawken:						
1st Mortgage	60,000	7	M. & S.	1872		
Lynn and Boston:						
1st Mortgage [road]	60,000	6	M. & S.	71-72	90	
Malden and Melrose:						
1st Mortgage guaranteed	64,452	6		1880	91	
Medford and Charlestown:						
1st Mort. [Winter St. Br.]	10,000	6				
Middlesex:						
1st Mortgage	32,000					
Malden & Melrose bonds	49,51					
Real Estate	10,000					
Ninth Avenue:						
1st Mortgage	112,000	7				
North Philadelphia:						
1st Mortgage	100,000	7	J. & J.	1869		
Orange and Newark:						
1st Mortgage Broad street	100,000	7	J. & J.	1881		
" O. & Newark	100,000	7	J. & J.	1880		
2d Mortgage "	100,000	7	J. & J.	1883		
Philadelphia City:						
1st Mortgage	135,000	6	J. & J.	1879	91	
Philadelphia and Darby:						
1st Mortgage	17,000	7	J. & J.	1870		
Phila. and Gray's Ferry:						
1st Mortgage	15,500	7	J. & J.	1869		
Pittab. Alleg'h'y & Manch.:						
1st Mortgage	35,000	7	J. & J.	1871		
Pittsburg & Birmingham:						
1st Mortgage	22,600	7	J. & J.	1870		
Pittsburg & East Liberty:						
1st Mortgage	87,000	7	J. & J.	1871		
Quincy:						
Plain bonds	50,000		M. & S.	1868		
Richmond and Schuylkill:						
1st Mortgage	30,000	7	J. & J.	1870		
Rochester City & Brighton						
1st Mortgage	100,000	7	J. & J.			
Second Avenue:						
1st Mortgage	620,000	7	J. & D.	1867		
Second and Third Street:						
1st Mortgage	125,000	7	J. & J.	1868	99	
2d Mortgage	60,800	7	J. & J.	1869	102	
Third Avenue:						
1st Mortgage	1,000,000	7	J. & J.	1870		
Real Estate bonds	180,000					
Union:						
Real Estate Mortgage	20,000	6	J. & D.	1863		
Utica City:						
1st Mortgage	100,000	7				
Van Brunt st. & Erie Basin:						
1st Mortgage	12,000	7	J. & J.			
West Hoboken & Hoboken						
1st Mortgage	60,000	7	M. & S.	1879		
West Philadelphia:						
1st Mortgage	100,000	7	J. & J.	1869		

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				Market Price.
		Rate.	Payable.	WHEN PAYABLE.	Price.				Rate.	Payable.	WHEN PAYABLE.	Price.	
NATIONAL SECURITIES, Sept. 1.							New York—State Bonds	6,000,000	6	Quarterly.	1873	98	
Loan of Jan. 28, 1847.....registered	\$9,416,250	6	Jan. & July.	1867	130	"	"	2,250,000	6	"	1874	97	
Loan of March 31, 1848.....registered	8,908,342	6	"	1868	127	"	"	500,000	6	"	1875	99	
Texas Indemnity, of Sep. 9, 1850.....coupon	618,000	6	"	1868	128	"	"	900,000	6	"	1877		
Loan of June 14, 1853.....registered	20,000,000	5	"	1874	100	"	"	800,000	6	"	1878	97	
Loan of June 22, 1860.....registered	7,022,000	5	"	1874	99	"	"	901,807	5	"	pleas.		
Oregon War Loan of March, 1861.....coupon	1,016,000	5	"	1871	104	"	"	1,163,000	5	"	1866		
Loan of Feb. 8, 1861.....registered	18,416,000	5	"	1871	103	"	"	442,600	5	"	1868		
Loan of July 17, & Aug. 5, 1861.....coupon	204,302,800	6	"	1881	103	"	"	167,000	6	"	1868		
Loan of Feb. 25, 1862 (5-20s).....registered	614,780,500	6	July.	1881	109	"	"	4,800,000	5	"	1871		
Loan of March 3, 1864 (5-20s).....registered	100,000,000	6	Jan. & July.	1881	111	"	"	900,000	5	"	1874	91	
Loan of March 3, 1865 (5-20s).....registered	161,842,300	6	"	1881	110	"	"	800,000	6	"	1875		
Loan of March 3, 1864 (10-40s).....registered	171,210,100	6	"	1881	110	"	"	3,856,500	6	"	1878		
Pacific R. R. Bonds of currency.....registered	8,202,000	6	"	1881	110	"	"	3,500,000	6	Various.	1866-91	83	
Treasury Note of July 17, 1861 (7-30s)	187,360	6	"	1882	110	"	"	634,653	6	Jan. & July.	1890-92		
" June 20, '64 & Mar. 3, '66 1st series	769,518,900	6	May & Nov.	1882	110	"	"	636,768	6	Jan. & July.	1866		
" March 3, 1865.....2d series		6	May & Nov.	1882	110	"	"	379,886	6	"	1860		
" March 3, 1865.....3d series		6	May & Nov.	1884	103	"	"	2,183,532	6	"	1868		
Debt Certificates	18,363,094	6	May & Nov.	1885	109	"	"	1,600,000	6	"	1870	98	
Gold Certificates as of Deposit	15,480,270	6	Mar. & Sept.	1885	108	"	"	4,096,309	6	"	1876	98	
Compound Interest Notes of 1864	155,512,140	6	"	1904	98	"	"	2,400,000	6	"	1881	1.00	
Temporary Loans at 4, 5 and 6 per cent.	45,534,000	6	Jan. & July.	1904	98	"	"	681,038	6	"	1886		
United States Notes (greenbacks)	399,603,552	6	Jan. & July.	1904	98	"	"	20,209,000	5	May & Nov.	1868-71		
Fractional currency	20,488,998	6	Jan. & July.	1904	98	"	"	6,188,000	6	Various.	1867-90	95	
		6	Jan. & July.	1904	98	"	"	3,000,000	6	"	1877-84		
		6	Jan. & July.	1904	98	"	"	3,889,000	6	Feb. & Aug.	1871	104	
		6	Jan. & July.	1904	98	"	"	481,444	6	Jan. & July.	1871-94	99	
		6	At maturity.	Due.		"	"	1,708,000	6	Jan. & July.	1868		
		6	At maturity.	3 yrs		"	"	1,199,000	6	"	1869-90		
		6	At maturity.	1 d y		"	"	1,994,440	6	"	1877-90		
		6	At maturity.	1 d y		"	"	239,167	6	"	1870-90	80	
		6	At maturity.	1 d y		"	"	1,706,000	6	"	1872-79		
		6	At maturity.	1 d y		"	"	24,382,832	6	"	1872-79		
		6	At maturity.	1 d y		"	"	872,513	6	"	long.	98	
		6	At maturity.	1 d y		"	"	175,000	6	"	1892	74	
		6	At maturity.	1 d y		"	"	1,650,000	6	Various.	1867	83	
		6	At maturity.	1 d y		"	"	21,888,393	6	June & Dec.	1871-78		
		6	At maturity.	1 d y		"	"	11,108,000	6	Jan. & July.	184-96	66	
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1866-96	70	
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1872		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y		"	"	1,866,000	6	"	1876-90		
		6	At maturity.	1 d y									

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1884.....	160,000	179,041	154,575	181,034	186,453	246,612	332,098	408,076	446,044	396,847	381,510	357,556	3,840,092
1885.....	289,400	327,269	309,870	343,408	399,364	429,669	472,483	597,798	677,825	719,911	731,270	599,782	6,178,706
1886.....	504,991	408,864	383,480	394,553	451,477	474,441	462,674	528,618	.....	.....	.....	.....	.....
Chicago and Alton:													
1881.....	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1882.....	73,169	93,591	110,935	72,196	81,994	90,625	96,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1883.....	109,850	101,355	104,372	122,084	132,301	146,542	149,137	157,948	170,044	170,044	156,869	153,294	1,678,706
1884.....	100,991	154,418	156,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	262,015	2,770,484
1885.....	250,503	275,283	299,063	258,460	322,273	356,270	336,985	409,261	401,280	357,956	307,919	236,824	3,840,092
1886.....	210,171	207,913	304,886	270,889	333,432	368,273	326,870	381,559	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1881.....	83,000	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1882.....	120,776	90,607	75,676	76,459	102,353	138,374	119,947	146,268	161,503	138,795	135,595	142,339	1,423,439
1883.....	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,425	201,134	1,959,267
1884.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1885.....	305,554	248,331	289,403	196,580	234,612	321,313	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1886.....	241,395	183,385	267,230	197,886	264,065	290,642	224,112	310,446	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1883.....	.....	.....	.....	.....	.....	366,100	231,334	296,169	473,186	551,122	435,945	407,638	2,811,544
1884.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,111,566
1885.....	541,005	499,296	468,258	585,623	747,942	702,697	767,508	946,707	921,886	749,101	668,609	7,968,980	.....
1886.....	523,568	405,034	523,744	518,736	735,082	922,892	776,990	778,234	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1881.....	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25,461	211,077
1882.....	24,344	22,411	22,773	22,518	21,401	31,693	31,757	36,578	33,931	37,440	32,666	32,666	328,666
1883.....	33,829	33,804	33,485	40,641	37,588	38,058	30,208	50,198	61,485	61,787	51,386	60,895	528,364
1884.....	47,393	56,565	67,822	61,512	59,182	53,518	53,518	88,458	87,037	97,876	94,543	78,111	850,495
1885.....	77,878	77,242	83,450	75,514	76,674	91,947	91,075	106,389	118,610	116,293	91,564	1,103,821	.....
1886.....	90,415	79,430	111,102	107,072	120,460	118,960	86,037	104,331	.....	.....	.....	.....	.....
Erie:													
1881.....	404,507	391,932	458,560	547,174	506,610	430,063	372,05	419,010	515,948	719,354	734,108	714,211	6,214,182
1882.....	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	766,421	885,136	902,906	963,859	8,400,334
1883.....	845,095	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,640	1,035,321	10,469,481
1884.....	984,837	934,133	1,114,508	1,099,507	1,041,975	994,317	1,041,975	1,105,364	1,301,005	1,222,566	1,224,900	1,234,217	13,429,643
1885.....	1,001,007	947,146	1,266,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	16,434,775
1886.....	1,187,138	983,855	1,070,434	1,153,295	1,001,068	1,243,143	1,203,462	.....	.....	.....	.....	.....	.....
Illinois Central:													
1881.....	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,240	224,401	2,809,612
1882.....	190,130	236,637	181,084	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	344,400	3,445,827
1883.....	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,671,028
1884.....	327,900	416,588	459,702	425,797	468,372	510,100	423,578	640,179	709,236	661,391	657,141	603,493	6,329,447
1885.....	571,536	528,972	616,695	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,083	7,151,208
1886.....	532,828	512,628	516,822	406,773	507,330	506,025	467,115	586,074	.....	.....	.....	.....	.....
Marquette and Cincinnati:													
1882.....	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1883.....	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1884.....	77,010	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,088,166	.....
1885.....	95,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	108,767	1,224,068
1886.....	90,071	84,315	82,910	82,722	95,664	106,315	96,023	106,410	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1881.....	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	87,990	1,153,407
1882.....	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	164,369	122,272	61,835	1,163,734
1883.....	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1884.....	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1885.....	98,184	74,283	70,740	106,689	146,943	224,888	217,160	170,555	228,020	310,595	226,840	110,664	1,965,712
1886.....	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1881.....	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1882.....	163,152	153,728	157,500	190,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1883.....	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1884.....	304,445	304,445	328,454	330,651	267,126	315,258	278,591	368,862	402,219	407,107	445,964	417,806	4,120,153
1885.....	363,996	363,996	413,974	365,180	361,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,722
1886.....	312,846	277,234	412,393	409,427	426,493	392,541	336,499	380,452	.....	.....	.....	.....	.....
Michigan Central:													
1881.....	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,214
1882.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,684	2,650,702
1883.....	245,858	245,858	236,432	238,495	236,453	206,221	193,328	216,449	308,168	375,488	339,794	306,186	3,168,065
1884.....	262,435	278,848	348,802	338,276	271,553	265,780	263,244	346,751	408,445	410,802	406,510	270,470	3,970,946
1885.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	490,631	490,631	447,670	328,569	4,504,549
1886.....	282,438	266,796	337,158	343,737	365,196	335,083	324,936	369,645	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1884.....	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	120,227	1,402,106
1885.....	98,181	85,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	295,579	346,717	171,125	2,536,001
1886.....	131,707	122,621	124,175	121,904	245,511	243,944	209,199	183,223	.....	.....	.....	.....	.....
New York Central:													
1881.....	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	606,175	927,066	952,960	872,985	7,998,783
1882.....	681,956	710,314	710,314	736,114	610,417	610,417	752,841	892,744	1,018,375	968,228	1,002,768	968,228	9,469,244
1883.....	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,046,401	1,167,818	11,069,863
1884.....	921,831	936,587	1,059,023	1,004,435	1,029,734	1,055,793	1,273,117	1,450,076	1,227,113	1,187,503	1,118,929	1,118,929	13,357,709
1885.....	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,762	1,524,434	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	90 1/2
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,706	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Albany and Susquehanna:							Income bonds	51,000	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	88
Atlantic and Gt. Western:							Funded Coupon Bonds	755,000	7	May & Nov.	"	1883	92
1st Mortgage, N. Y. Division	1,214,000	7	April & Oct.	London.	1879	80	Consolidated Sinking Fund	948,000	7	P. M. A. & N.	"	1915	81
2d Mortgage	800,000	7	"	"	1881	75	Equipment Bonds	270,483	7	Jan. & July.	"	1874	
1st Mortgage, Penn.	2,500,000	7	"	"	1877	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	96
2d Mortgage	1,000,000	7	"	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1885	75
1st Mortgage, Franklin Branch	528,000	7	"	"	1882		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85	Cincinnati, Hamilton and Dayton:						
2d Mortgage	4,000,000	7	Jan. & July.	"	1883	98	1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
1st Mortgage, Buffalo Extension	2,000,000	7	"	"	1884		2d Mortgage	1,250,000	7	May & Nov.	"	1890	116
1st Mortgage, Silver Creek	300,000	7	"	"	1884		Cincinnati, and Zanesville:						
Consolidated Bonds	12,858,000	7	"	London.	1890		1st Mortgage	1,300,000	7	May & Nov.	New York.	1892	
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	107
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	3d Mortgage	687,000	8	March & Sept.	"	1876	
City of Portland Loan (Coups.)	1,000,000	6	Various.	N. Y., P. & Bos.	68-70		Hubbard Branch	105,000	7	"	"		
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling Bds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1828		Special (Sunbury and Erie)						
Mortgage Coupon " 1863.	2,391,500	6	April & Oct.	Baltimore.	1885	99 1/2	Dividend Mortgage	1,000,000	7	Jan. & July.	New York.	1878	121
" " " 1850.	678,000	6	Jan. & July.	"	1880	98	Dividend Mortgage						
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	97 1/2	Cleveland and Pittsburg:						
" " " 1854.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99	2d Mort. (M. L.) or 1st Extension	1,123,000	7	March & Sept.	New York.	1873	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	92	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	87
Bay de Noquet and Marquette:							4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	76
Income	100,000	8	April & Oct.	Boston.	1870		River Line bonds	4,000	7	"	"	1887	
Bellefontaine and Indiana:							Dividend bonds	16,725					
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101 1/2	Income bonds	3,500					
1st Mortgage extended	422,000	7	"	"	1870-99		Clev., Columbus and Cin.:						
2d Mortgage	116,000	7	"	"	1870		1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	1864-90	
Income bonds	87,000				1870		Cleveland and Toledo:						
Belvidere Delaware:							Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
1st Mort. (guar. U. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	"	1872	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80	C. & T. Mortgage Bonds	306,000	7	April & Oct.	"	1886	
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877	101	C. & T. Income (convertible)	6,000	7	March & Sept.	"	1870	
Boston Concord and Montreal:							C. & T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	"	1885	103
1st Mortgage	61,000	7	Feb. & Aug.	Boston.	1865		Columbus and Xenia:						
1st Mortgage	300,000	7	"	New York.	1865		Dividend	36,660		June & Dec.	New York.	1866	
2d Mortgage	100,000	6	Jan. & July.	Boston.	1870		Mortgage	248,000					
2d Mortgage Coupons	250,000	6	"	New York.	1870	90	Connecticut River:						
Sinking Fund	336,000	6	"	Boston.	1889	100	1st Mortgage	250,000	6	March & Sept.	Boston.	1878	91 1/2
Boston and Lowell:							Connecticut and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	96	1st Mortgage	603,700	6	June & Dec.	Boston.	1876	95 1/2
"	200,000	6	"	"	1879	83 1/2	Cumberland Valley:						
Buffalo, New York and Erie:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96	2d Mortgage	109,500	8	"	"	1904	
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	103	Dayton and Michigan:						
Buffalo and State Line:							1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
1st Mortgage	500,000	7	April & Oct.	New York.	1886	101	2d Mortgage	2,622,000	8	"	"	1881	103
Income 1/2 in '99, 1/2 in '72	200,000	7	Jan. & July.	"	var.		3d Mortgage	642,000					
Special Erie and North-East	149,000	7	"	"	61-70		Toledo depot bonds	169,500					
Burlington and Missouri:							Funded Interest	34,220					
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893		Dayton and Western:						
Cairo and Fulton (Mo.):							1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
State (Mo.) Loan	650,000	6	"	"	78-79		2d Mortgage	250,000	7	June & Dec.	"	1884	40
Camden and Amboy:							Delaware:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102 1/2
American Loan	3,120	6	"	New York.	1864		Guaranteed	100,000	6	"	"	1875	105
Loan for \$500,000	211,600	6	"	"	1867	99	State Loan	170,000	6	"	"	1876	
" " \$800,000	354,100	6	"	"	1870	92	Delaware, Lackawanna and W'n:						
" " \$675,000	675,000	6	"	"	1875	89	1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
" " \$1,700,000	1,700,000	6	"	"	1883	92	1st Mortgage (E. Extension)	1,499,000	7	"	"	1875	103 1/2
" " \$2,600,000	867,000	6	"	"	1889	90	2d Mortgage	2,616,500		March & Sept.	"	1881	102 1/2
Consolid. Mort. Loan \$5,000,000	4,420,400	6	"	"	1889	97	Des Moines Valley:						
Camden and Atlantic:							1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85	Income	348,000	7	Jan. & July.	"	1884	80
Catawissa:							Detroit and Milwaukee:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
Cayuga and Susquehanna:							2d Mortgage	1,000,000	8	"	"	1866	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		3d Mortgage (convertible)	750,000	10	"	"	1863	
Central of New Jersey:							4th Mortgage (G. W. R. R.)	500,000	8	"	"		
1st Mortgage	509,000	7	Feb. & Aug.	New York.	1870	103	Dubuque and Sioux City:						
2d Mortgage	600,000	7	May & Nov.	"	1875	105	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Central Ohio:							Construction bonds, 2d Div'n	600,000					
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	79	Eastern (Mass.):						
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	94 1/2	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96 1/2
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	98 1/2
1st Mortgage (S. F.)	950,000	7	"	"	1885	85	1st M. (State) \$75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	1866-71	
2d Mortgage (S. F.)	1,365,800	7	"	"	1875	50	Essex Railroad Bonds	214,400	6	"	"	1876	
Income	1,192,200	7	Jan. & July.	"	1875-60		East Tennessee and Georgia:						
Charleston and Savannah:							State, 1st Mortgage	970,000					
1st Mortgage (endorsed)	510,000	6					Endorsed by State of Tennessee	150,000					
2d Mortgage	1,000,000	7					Mortgage (ordinary)	790,688					
Cheshire:							East Tennessee and Virginia:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92	State, 1st Lien	1,602,000					
Chicago, Burlington & Quincy:							Endorsed by State of Tennessee	200,000					
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111	1st Mortgage (after State)	100,000					
" " " " " " " "	3,169,000	8	"	"	1883		Redeemable in Stock	66,950					
Plain Bonds, dated Sept. 20, 1880	680,000	7	March & Sept.	"	1890		Eaton and Hamilton:						
2d Mortgage, convertible	941,000	4 1/2	July.	Frankfort O.M.	1890		1st Mortgage	757,734	1			var.	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867		Erie and North-East:						
Central Military Tract, 2d Mort.	53,000	8	May & Nov.	"	1868		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
C. B. & Q. Serip	457,408		Jan. & July.	Frankfort O.M.			Evansville and Crawfordsville:						
Chicago and Alton:							Mortgage Bonds	1,090,000	7			1869	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	99 1/2	Mortgage Bonds	150,000	7			1881	
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93	Florida:						
Income	1,100,000	7	May & Nov.	"	1883	92	Internal Improvement (State)	1,655,000	7			1891	
							Free Land, 2d Mortgage	1,500,000	8			1891	

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		D o	Pr. ce.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr. Internal Improvement (State) - Free Land, 2d Mortgage	\$300,000	7			1891		Memphis and Charleston State [Tenn.] Loan	\$1,100,000	6			1880	
Galena and Chicago Union:	200,000	8			1891		1st Mortgage	1,600,000	7				
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100	Michigan Central:						
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	"	1875	98	1st Mortgage Sterling	467,488	6	Jan. & July.	London.	1872	
Elgin and State Line	189,000	7	Jan. & July.	"	1879		1st Mortgage S'g (convertible).	500,000	8	March & Sept.	"	1869	
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert.) Dollar	1,995,500	8	"	N.Y. & Boston	1869	108
Great Western, Ill.:							1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	"	1882	111
1st Mortgage Western Division	1,090,000	10	April & Oct.	New York.	1863	106	1st Mortgage (S. F.) convertible	4,255,500	8	"	"	1882	111
Eastern "	1,550,000	7	Feb. & Aug.	"	1866	102 1/2	Mich. Southern and N'n Indiana:						
Hannibal and St. Joseph:							Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	1873-78	81	Erie and Kalanazoo	37,000	7	March & Sept.	"	1862	
Land Security Bonds	\$,344.60	7	April & Oct.	"	1881	92	Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1863	
Convertible Bonds	\$22,000	7	Jan. & July.	"	1883	97	Goshen Air Line	651,000	7	"	"	1868	98
Harrisburg and Lancaster:							Detroit and Toledo	734,000	7	"	"	1876	98
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	1st General Mortgage (S. F.)	4,555,000	7	May & Nov.	"	1885	99
Hartford and New Haven:							2d General Mortgage	2,268,500	7	"	"	1877	92
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Milwaukee and St. Paul:						
Houston:							1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	99
Houston and Texas Central:	202,500	6	Jan. & July.	Bridgeport.	1877		2d Mortgage	1,500,000	7	April & Oct.	"	1884	83
State (1st Lien) Loan	210,000						Real Estate Depot	2,400,000					
Mortgage	125,000	7					Milwaukee and Prairie du Chien:						
Hudson River:							1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1880-70	101	Minnesota and Pacific						
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	103	Real Estate	1,200,000	7	Jan. & July.		1892	
3d Mortgage	1,840,000	7	May & Nov.	"	1875	104	Mississippi Central:						
Convertible	1,602,000	7		"	1887	100	1st Mortgage	1,007,363	7				
Illinois Central:							Mississippi Central and Tenn.:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868		State (Tenn.) Loan	529,000	6				
Construction	6,837,000	7	April & Oct.	London.	1875		Mississippi and Missouri:						
Construction	2,896,000	6	"	New York.	1875	106	1st Mortgage (convertible)	1,000,000	7		New York.		
Redemption bonds	2,563,000	6	"	"	1880		2d Mortgage (S. F.)	400,000	8		"		
Indiana Central:							Oskaloosa Division	688,556	7	Jan. & July.	"	1875	184
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		1st Land Grant	3,612,000	7	"	"		61
2d Mortgage	264,000	10					2d Land Grant	691,000			"		
Income	20,500						Income Bonds	513,300					
Indianapolis and Cincinnati:							Mississippi and Tennessee:						
1st Mortgage	506,000	7	Jan. & July.	New York.	1866	106	Tennessee State Loan	98,000	6			1885	
2d Mortgage	400,000	7	"	"	1892	100	Mississippi State Loan	202,099	6				
Real Estate Mortgage	200,000	7			1885	68	1st Mortgage	171,000	7			1873	
Ind. Pittsburg and Cleveland:							Mobile and Ohio:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		City (Mobile) Tax Loan	400,000	6				
2d Mortgage	347,000	7	"	"			Tennessee State Loan	674,860	6				
Indianapolis and Madison:							Alabama State Loan	389,410	6				
1st Mortgage	640,000	7	May & Nov.	New York.	1881	100	Income	1,508,070	8	Jan. & July.	New York.	1861-67	
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Sterling	878,035	6			1883	
Jeffersonville:							Mississippi State Loan	200,970	6				
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Montgomery and West Point:						
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Alabama State Loan	192,822					
Joliet and Chicago:							Mortgage (due 1860, '63 and '65)	350,000	6			var.	
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883		Mortgage	460,000	8			1866	
Joliet and N. Indiana.							Morris and Essex:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874		1st Mortgage (S. F.)	3,034,776	7	May & Nov.	New York.	1915	96 1/2
Kennebec and Portland:							Muscogee:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		1st Mortgage	249,000	7				
2d Mortgage	230,000	6	"	Augusta.	1861		Nashville and Chattanooga:						
*Kentucky Centr. (Cov. and Lex.)							Mortgage (State endorsed)	1,500,000					
1st Mortgage	160,000	6					Chat. and Clev. Subsc. (endors.)	231,000					
2d Mortgage	260,000	7					*New Albany and Salem:						
3d Mortgage (convertible)	1,005,000	7					1st Mortgage	2,235,000	6				
4d Mortgage	600,000	7					N. Hav. N. Lond. and Ston'ton:						
Guaranteed by Covington	200,000	6					2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Cincinnati (exchanged)	100,000	6					Extension	116,000	6	May & Nov.	"	1878	
La Crosse, Viroqua & Mineral Pt.:							New Haven and Northampton:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	
Lehigh Valley:							1st Mortgage (H. & Hamp.)	103,000	6		"		
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	89 1/2	New Jersey:						
La Crosse and Milwaukee:							Company's (various)	805,000	7	Semi-ann'ly.	New York.	var.	100
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		New London Northern:						
Lackawanna and Bloomsburg:							1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		Extension Bonds	72,800	6	March & Sept.	"	1885	
Lexington and Frankfort:							N. Ori'ns, Jackson and Gt. North.:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	1869-74		State (Miss.) Loan	255,000	5			1863-74	
Little Miami:							1st Mortgage Coupon	2,668,000	8	Jan. & July.	New York.	1886	
1st Mortgage (coupon)	1,700,000	6	May & Nov.	New York.	1883	100	N. Orleans, Opelous, and Gt. West.:						
Long Island:							Louisiana State Loan	641,000	6				
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876		New Orleans City Subscription	1,500,000	6				
2d Mortgage	500,000	6	"	"	1870	90	1st Mort (S. F.)	566,000	8			1889	
Extension Bonds	175,000	7	May & Nov.	"	1890	110	New York Central:						
Mortgage Bonds	2,907,000	7	June & Dec.	New York.	1882	99	Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	96
Louisville and Frankfort:							Deb'ts of former Co.s outstanding	100,000					
1st Mortgage	100,000	6	Jan. & July.	New York.	1881		Funding (S. F.) Bonds	1,898,000	7	Feb. & Aug.	"	1876	102
2d Mortgage	176,000	6	"	"	1878		Exchanged S'tks (S. F.) B'ds.	634,000	6	May & Nov.	"	1883	91
Louisville and Nashville:							" " " " " " " " " "	78,000	6	"	"	1883	87
1st Mortgage	560,500	6	Jan. & July.	New York.	1888-92		Real Estate (S. F.) Bonds	165,000	6	"	"	1883	80
2d Mortgage	1,765,000	7	Feb. & Aug.	"	1888		Real Estate Bonds & Mortgages	192,773	7	var.	"	var.	
Lebanon Branch 1st Mortgage	21,000	7			1886		" " " " " " " " " "	45,560	6	"	"	1883	
Memphis Branch 1st Mortgage	286,000	7			1870-75		Bonds of Aug. 1869, Convertible	2,399,000	7	Feb. & Aug.	"	1876	106
Maine Central:							Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	"	1887	92
Loan \$1,100,000	1,002,900	6			1880-81		New York and Erie:						
Loan \$400,000	314,100	6			1870-71		1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103 1/2
McMinnville and Manchester:							2d Mortgage	4,000,000	7	March & Sept.	"	1879	100 1/2
State [Tenn.]	372,000	6					3d Mortgage	6,000,000	7	"	"	1883	98
Mortgage	24,000	7					4th Mortgage	4,441,000	7	April & Oct.	"	1880	96
Mortgage	10,000	6					5th Mortgage	925,500	7	June & Dec.	"	1888	96
Marietta and Cincinnati:							Buffalo Branch	186,400	7	Jan. & July.	"	1891	
1st Mortgage Bonds	2,368,335	7	Feb. & Aug.	New York.	1891	84 1/2	Sterling Bonds	3,816,562			London.	1876	
1st Mortgage Sterling	1,000,000	7	"	"	1891		New York and Harlem:						
Scioto & Hocking Val. R. mort.	300,000						1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	151
Memphis, Clarkesv. and Louisv.:							Consolidated	1,000,000	7	Feb. & Aug.	"		100
State [Tenn.] Loan	910,000	6					3d Mortgage	930,300	7	Jan. & July.	"	1867	94
Memphis and Ohio:							New York and New Haven:						
State [Tenn.] Loan	1,340,000	6					Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
							N. York, Providence and Boston:						
							1st Mortgage	247,000	6	Feb. & Aug.	New York.	1873-78	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.		Due	Price	Description	Amount	Interest	Interest.		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Racine and Mississippi:						
Mortgage Loan	\$350,000	8	Mar. & Sept.		1867		1st Mortgage (Eastern Division)	\$250,000	8		New York.	1875	35
North-Eastern (S. C.):							1st Mortgage (West'n Division)	757,000	8		"	1875	
1st Mortgage	700,000						Raleigh and Gaston:						
2d Mortgage	224,500						Coupon	100,000				1862	
Northern Central:							Richmond and Danville:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1866	86	State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Md. State Loan (irredeemable)	1,500,000	6	"	"	"	"	Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1871		Mortgage (Registered)	504,000				1873	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	91	Richmond, Fred. and Potomac:						
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	89	Sterling (£87,000)	324,000	6			1800	
North Missouri:							Richmond and Petersburg:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90 1/2	Coupon	159,000				1875	
North Pennsylvania:							Rutland and Burlington:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	100
Chattel Mortgage	380,000	10	"	"	1887	120	2d Mortgage	937,500	7	"	"	1863	39 1/2
Northern (N. H.):							3d Mortgage	440,000	7	"	"	1863	1
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92	Sacramento Valley:						
Norwich and Worcester:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Bonds for Dividend Scrip	59,000	7	"	New York.	'64-'74		Sandusky, Dayton and Cincinnati:						
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70		1st Mortgage	920,000	7	Feb. & Aug.		1900	67 1/2
Ohio and Mississippi:							2d Mortgage	77,000	7	"		1866	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	88	3d Mortgage	201,500	7	"		1875	
1st Mortgage—Western "	850,000	7	"	"	1872		Six per cent	75,393	6			1873	
2d Mortgage—Western "	750,000	7	"	"	1874		Sandusky, Mansfield and Newark:						
Orange and Alexandria:							1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Saratoga and Whitehall:						
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		1st Mortgage	250,000	7 1/2	April & Oct.	New York.	1863	
2d Extension	600,000	8	May & Nov.	"	1873		1st Mortgage (R. and W. Br.)	100,000	7 1/2	March & Sept.	"	1866	
Ogdensburg & Lake Champlain:							Seaboard and Roanoke:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1860	100	1st Mortgage	300,000	7			1880	
2d Mortgage (now stock)						69 1/2	2d Mortgage	75,000	7			1870	
Oswego and Syracuse:							South Carolina:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80		State Loan	187,000	6			1868	
Pacific (Mo.):							Domestic Bonds	550,000	5			'63-'74	
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	78 1/2	Domestic Bonds, past due	234,000	5				
State Loan (S. W. Branch)	1,288,000	6	"	"	'87-'89		Sterling	2,000,000	5	Jan. & July	London.	1866	
Construction Main Line	1,314,000	7	"	"	"	80	Southern Mississippi:						
S. W. Branch	3,252,000	7	"	"	"		1st Mortgage	500,000					
St. Louis County bonds	13,000	7	"	"	1885		South-Western (Ga.):						
Panama:							1st Mortgage	631,000				1875	
1st Mortgage Sterling	418,000	7	April & Oct.	London.	1870	101 1/2	Steuern and Ind. (P. C. and C.):						
1st Mortgage Sterling	340,000	7	April & Oct.	"	1875		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		St. Louis and Iron Mountain:						
Pennsylvania:							State (Mo.) Aid	3,501,000	6		New York.		30
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	82	St. Louis City Subscription	500,000					
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101	St. Louis County Subscription	1,000,000					
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98 1/2	Sunbury and Erie:						
2d Mortgage Sterling	2,283,840	6	"	London.	1875		1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	69
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'78	
Penobscot and Kennebec:							Syracuse, Binghamton and N. Y.:						
Bangor City 1st Mort. (Coupon)	651,000	6	April & Oct.	Boston.	'74-'75		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		St. Louis, Alton & Terre Haute:						
Peoria and Quincy:							1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91
1st Mort. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		" " (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mort. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80 1/2
Petersburg and Lynchburg (S. Side):							" " (series D)	1,400,000	7	May & Nov.	"	1894	
State (Va.) Loan (S. F.)	800,000	7					" " Income (series E)	1,700,000	7	"	"	1894	76
1st Mortgage (1869-'70-'75)	365,000	6				var.	Toledo, Peoria & Warsaw:						
3d Mortgage (1862-'70-'72)	375,000	6				var.	1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Special Mortgage (1865-'68)	175,000	6				var.	Terre Haute and Richmond:						
Last Mortgage (1861 to 1869)	135,500	8				var.	1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1866	
Phila. Germant'n and Norris'n:							Toledo and Wabash:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92 1/2
Convertible Loan	292,500	6	"	"	1885	119	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
Philadelphia and Reading:							2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	80
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
" 1836	182,400	5	"	"	1880		Sinking Fund Bonds	152,355	7				86
" 1849	2,695,000	6	April & Oct.	"	1870	96 1/2	Equipment bonds	600,000	7				66
" 1861	106,000	6	Jan. & July	"	1871	96	Vermont Central:						
" 1843	1,525,800	6	"	"	1880	93	1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	120
" 1844	804,000	6	"	"	1880	93	2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	35 1/2
" 1848	101,000	6	"	"	1880	93	Vermont and Massachusetts:						
" 1849	67,000	6	"	"	1880	93	Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	95
" 1857, (convertible)	418,500	6	"	"	1886	108 1/2	Virginia Central:						
" 1866	60,000	7	"	"	1888		Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Bonds and mort. on Real Estate	535,332						Mortgage (coupons)	198,000	5	"	Richm'd	1872	
Phila., Wilmington and Baltimore:							Mortgage (coupons)	926,000	6	"	"	1884	
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98 1/2	Virginia and Tennessee:						
Pittsburg and Connellsville:							State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1880	74 1/2	1st Mortgage	500,000	6	"	New York.	1872	
Pittsburg, Ft. Wayne and Chicago:							2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102	Salt Works Br. Mort. due '68-'61	203,000	6	"	Lynchburg.	var.	
" " (series B)	875,000	7	Feb. & Aug.	"	1912		Warren (N. J.):						
" " (series C)	875,000	7	Mar. & Sept.	"	1912		1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
" " (series D)	875,000	7	April & Oct.	"	1912		Warwick Valley, N. Y.:						
" " (series E)	875,000	7	May & Nov.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" " (series F)	875,000	7	Jun. & Dec.	"	1912		2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
2d " (series G)	800,000	7	Jan. & July.	"	1912	9 1/2	Watertown and Rome:						
" " (series H)	800,000	7	Feb. & Aug.	"	1912		Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107 1/2
" " (series I)	800,000	7	Mar. & Sept.	"	1912		Western (Mass.):						
" " (series J)	800,000	7	April & Oct.	"	1912		Sterling (£399,900)	4,319,520	5	April & Oct.	London.	'68-'71	
" " (series K)	800,000	7	May & Nov.	"	1912		Dollar Bonds	950,000	6	"	Boston.	1875	98 1/2
" " (series L)	800,000	7	June & Dec.	"	1912		Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	100 1/2
3d " " (series M)	2,000,000	7	April	"	1912	89	Elmira and Williamsport:						
Bridge Bonds	161,500	7	May & Nov.	Philadelphia.	1876		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97 1/2
Pittsburg and Steubenville:							Wilmington and Manchester:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1885		1st Mortgage	599,000	7	May & Nov.	New York.	1866	
Potomac and Waterdown:							2d Mortgage	200,000	7	"	"	1872	
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74		Wilmington and Weldon:						
Quincy and Chicago							Mortgage payable in England	443,555	6	Jan. & July.	London.	1863	
1st Mortgage	1,200,000				1873		Sterling, issued in 1858	144,500	6			1868	
							Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.					
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.				Net.	Dividends.	Price of			
	M.	M.	M.	M.	No	No	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.				
ALABAMA.																								
30 Jun. '60	65.0			50.6				Alabama and Florida	1,451,336	*		877,953	503,500	105,255	1,515,704	54.0		101,102	37,866					
28 Feb. '59	30.3			58.1	2	2	19	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,966	30.3		55,791	31,852					
31 May '60	109.6			67.8	11	9	102	Alabama and Tennessee Rivers	2,281,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232					
30 Jun. '59	57.0			171.3				Mobile and Girard	1,500,000	*						57.0	236,791	76,773	21,006					
1 May, '61	469.3	13.5		49.4	40	28	502	Mobile and Ohio	12,000,000	*								1,402,858	695,370					
19 Feb. '60	88.5	28.4			23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	118.9		505,166	260,269	6				
ARKANSAS.																								
1 Nov. '58	38.5			107.5				Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949									
CALIFORNIA.																								
10 Dec. '60	22.5							Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850	22.5		230,251	104,594					
CONNECTICUT.																								
31 July '64	23.8			1.9	4	5	47	Danbury and Norwalk	316,299	65,453		207,000	95,000	731		23.8	53,325	89,470	46,029	7				
31 Jan. '65	122.4			17.0	16	20	297	Hartford, Provid. and Fishkill	3,902,366	302,511		2,037,940	1,936,740		122.4	317,844	517,808	134,509						
31 Aug. '65	61.6	13.6		66.2	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	452,238	1,459,711	413,528	12	175			
31 Dec. '65	74.0			8.9	10	12	261	Housatonic	2,439,775	*		2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	65,463					
31 Dec. '64	57.0			1.3	8	11	184	Naugatuck	1,464,127	*		1,100,000	300,000	29,149		62.0	145,655	360,187	140,391	16				
29 Feb. '65	50.0			2.6	8	10	30	N. Haven, N. London and Ston.	1,454,040	*		738,553	766,000		62.0	161,182	274,887	loss.		117				
30 Nov. '64	84.8	5.5		9.3	3	2		New Haven and Northampton	2,336,485	41,560		1,010,000	650,000			62.0	49,663	197,387	85,946	34				
31 Dec. '65	66.0	20.0		5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85		
31 Mar. '65	61.3	1.0		63.8	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,000	2,000,000	140,785	8,081,181	117.4	629,209	1,982,213	549,834	9	114			
30 Nov. '65	59.4	7.0		8.2	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	829,984	714,058	268,396	9	107			
DELAWARE.																								
31 Oct. '60	84.3			10.7				Delaware	1,552,257			408,132	870,000	271,877	1,007,684	84.3	136,631	138,970	41,466					
31 Oct. '62	16.2							Newcastle and Frenchtown	704,860		18,635	744,520		5,024	749,544	5.0		27,283	10,290	9				
FLORIDA.																								
10 Apr. '60	154.2			150				Florida	532,791	30,586		191,485	195,000	75,894	619,112	32.0		7,557	3,535					
10 Apr. '60	32.0			3.0	13.0	3	1	Florida and Alabama																
10 Apr. '60	59.9			5.0				Fla., Atlantic and Gulf Central																
10 Apr. '60	100.0	3.9		10.0	163.6			Pensacola and Georgia																
GEORGIA.																								
30 Jun. '60	86.7				16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232,500	36,500	22,721	1,296,541	86.7		415,411	54,648	4				
30 Dec. '60	92.6			8.7	70.9			Atlantic and Gulf—M. Trunk								30.0								
30 Dec. '60	53.0							Augusta and Savannah	1,032,200	*		733,700	129,500			53.0		168,988	95,612					
30 Apr. '60	43.5			23.7				Brunswick and Florida	755,000	*		151,887				31.0								
30 Nov. '60	191.0				53	62	697	Central of Georgia (and Bank)	4,386,806	*		4,386,806			6,590,173	229.0	879,468	1,715,025	764,574	10				
31 Mar. '60	171.0	61.0						Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500		8,123,343	232.0	1,159,188	528,043	8	100				
30 Nov. '60	102.5				19	16	171	Macon and Western	1,500,000	*		1,500,000		12,295	1,658,976	102.5	226,241	404,618	212,676	19	72			
31 July '59	50.0				7	2	107	Muscogee	774,244	162,634		669,950	249,000		1,026,868	50.0		202,714	110,516	8				
1 May, '65	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	62,374		1,275,901	10,200	180,621	1,473,140	71.6								
31 July '60	100.1	100.8		16.2	18	22	201	South Western	3,770,425	*		2,921,900	396,500	19,913	3,822,913	228.8			388,853	13				
30 Sep. '60	139.0				52	24	705	Western and Atlantic	5,901,497	*		built and owned by State.				138.0		832,343	454,541					
ILLINOIS.																								
31 Dec. '65	250.0				66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	250.0	1,450,280	3,540,092	1,833,517	81	105			
30 Apr. '65	317.0			83.0	111	54	2,142	Chic., Burlington and Quincy	12,777,552	2,370,210	2,070,679	10,193,010	5,754,406	204,207	17,618,440	400.0	2,083,580	6,175,553	2,799,435	31	135			
31 May '65	242.0	698.0			154	94	3,145	Chicago and Northwestern	37,328,791	*	2,356,690	26,155,941	12,020,483	825,398	39,680,452	930.0		6,820,750	1,802,272		36			
31 Mar. '65	181.8				65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000		10,315,764	228.4	1,224,851	2,154,236	1,442,781	10	108			
31 May '65	174.5	5.5	14.3		21	22	504	Great Western	4,039,661	*		1,648,561	2,350,000		4,214,342	180.0		742,097	377,476					
31 Dec. '65	154.8	252.5			148	76	3,397	Illinois Central	30,529,844	*		23,874,406	13,231,500		40,668,060	708.3	3,507,465	7,181,205	2,174,924	10	122			
31 Dec. '65	118.0				112	15	6	234	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600,000	114,962	4,970,931	111.0	224,565	580,333	250,186				
31 Dec. '65	195.0	14	12.2		46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	209.0		2,240,744	488,568		37			
INDIANA.																								
31 Aug. '65	132.0				41	23	765	Chicago and Great Eastern				4,390,000	5,600,000			224.0					46			
31 Aug. '65	132.0				14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,728,187	132.0	246,145	559,128	246,720					
31 Dec. '62	72.4				19	17	266	Indiana Central	1,667,039	274,081	28,641	611,050	1,254,500	15,900	2,102,761	109.0		442,893	158,541					
31 Dec. '58	89.8	20.2			23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,699,900	1,362,284	140,689	3,458,108	110.0		448,858	230,834	9	75			
31 Dec. '64	84.0				15			Ind., Pittsburg and Cleveland	2,575,556	*		240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832				
1 Dec. '62	78.0			11.0	15	14	201	Jeffersonville	1,549,518	*		1,015,907	621,000		2,175,223	108.0	312,859	527,863	268,156					
31 Mar. '64	86.0	46.0	3.0		17	10	263	Indianapolis and Madison	1,464,347	*		819,900	640,000		1,538,763	132.0		315,172	117,941	6	100			
31 May '65	288.0							Louisv., N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,40		36			
30 Nov. '65	73.0				26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,718	1,928,150	60,000	218,000	2,955,423	73.0	411,278	1,248,726	595,671	12	154			
IOWA.																								
30 Apr. '65	75.5			176.5				Burlington and Missouri River	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347					
31 Dec. '60	100.0			220.0	1	7	187	Dubuque and Sioux City	4,733,123	63,961		3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268					
31 Jan. '65	38.5			101.3	4	1	64	Keokuk, Ft. Des Moines & Minn.	1,037,876	82,499		921,449	570,000		1,713,324	38.5	11 mo's	458,821	21,366					
30 Jun. '65	135.0	95.0		312.0				Mississippi and Missouri	10,715,552	*		3,452,300	7,145,252	118,000	10,715,552	230.0								
KENTUCKY.																								
31 Oct. '59	80.0							Covington and Lexington	3,743,971	276,024		1,582,169	2,030,000	337,532	4,375,993	111.8		426,408	227,534					
30 Jun. '65	29.0			3.1				Lexington and Frankfort	605,298	52,300		514,573	79,000		735,513	29.0	236,061	188,463	63,774	7	80			
30 Jun. '65	65.1			5.4		4	13	219	Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000		1,713,324	65.1	419,548	139,817	6				
30 Jun. '65	185.0	101.0		21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*		5,527,871	3,297,0										

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "Not Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.				Liabilities.						Road operated, incl. road leased, etc.	Mileage run by loco. motive with trains.	Gross.	Net.	Dividends.	Price of shares.
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonds and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.									
																No.	No.	No.						
M.	M.	M.	M.	No.	No.	No.																		
MAINE.																								
30 Nov. '02	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	*	*	151,833	444,638	265,584	757,381	63.5	76,344	79,751	43,461	—	—	—	—	
30 Jan. '06	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,724	*	2,494,900	3,068,491	—	7,953,475	149.0	oper. by	630,516	274,410	97,709	46	—		
31 Dec. '05	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	—	*	1,000,000	2,000,000	—	3,000,000	109.5	274,410	489,592	219,202	—	—	—		
31 May, '05	99.7	9.5	—	—	13	15	233	Maine Central	4,212,201	—	57,091	1,447,000	2,733,800	1:0,507	4,301,457	109.2	171,568	489,592	219,202	—	—	—		
31 May, '05	51.3	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	—	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	160			
MARYLAND.																								
30 Sep. '08	279.6	7.2	—	—	225	100	3,000	Baltimore and Ohio	21,323,238	3,621,755	11,866,283	16,151,982	10,112,584	897,839	36,811,376	256.8	2,935,010	6,509,946	4,544,097	3	114			
30 Sep. '08	30.0	—	—	—	7	33	187	Washington Branch	1,650,000	—	—	1,650,000	—	—	2,379,241	39.0	—	703,123	429,590	4	127			
31 Dec. '05	138.0	4.0	25.0	—	80	65	3,496	Northern Central	9,247,136	1,104,744	1,662,961	4,618,900	5,211,243	1,639,780	12,044,941	261.0	1,042,015	3,315,510	1,238,793	8	46			
MASSACHUSETTS.																								
30 Nov. '05	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	54.0	95,003	110,047	172,232	6	107			
30 Nov. '05	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,407	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,605	172,232	8	120			
31 May, '06	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,963,254	446,557	973,450	4,076,974	—	328,358	5,386,291	164.3	747,272	1,621,159	303,812	9	131			
30 Nov. '05	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,000,000	—	—	4,218,927	61.8	450,066	1,221,104	303,812	10	140			
30 Nov. '05	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	6,913,789	83.6	662,234	1,697,164	637,067	10	140			
30 Nov. '05	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,900	167,031	57,995	6	64			
30 Nov. '05	60.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	—	308,239	1,591,100	250,000	104,138	2,117,219	52.4	221,738	533,109	175,404	6	108			
30 Nov. '05	44.1	30.6	27.5	—	32	60	544	Eastern	4,452,999	362,965	782,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,302	1,277,075	490,768	6	108			
30 Nov. '05	61.0	42.6	75.8	—	27	26	664	Fitchburg	3,189,861	360,149	410,961	3,540,000	—	6,507	5,950,961	63.4	457,361	993,694	514,265	8	116			
30 Nov. '05	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	—	—	247,900	2,000	4,270	301,200	14.0	37,168	66,390	20,427	6	—			
30 Nov. '05	12.4	—	2.3	—	2	2	4	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	397,572	(Oper. by Boston & Lowell)	—	—	—	—	—			
30 Nov. '05	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,165	92,870	101,968	500,000	—	91,743	814,561	71.0	185,637	300,954	61,227	8	120			
30 Nov. '05	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	88.7	70,108	126,745	51,118	8	104			
31 May, '06	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,438,317	—	2,609,822	4,819,760	551,560	1,467,341	7,048,139	145.0	—	1,295,643	626,448	8	104			
30 Nov. '05	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	8	104			
30 Nov. '05	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	443,905	140,129	8	124			
30 Nov. '05	16.9	—	1.7	—	3	4	197	Salem and Lowell	582,470	81,543	—	243,305	229,900	—	470,727	(Oper. by B. & L. Co.)	—	—	—	—	—			
30 Nov. '05	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	—	—	250,000	—	—	312,136	11.7	49,655	229,724	24,844	8	—			
30 Nov. '05	6.1	—	—	—	36.5	—	—	Troy and Greenfield	923,942	—	—	979,505	—	—	(Surrendered to the Commonwealth)	—	—	—	—	—	—			
30 Nov. '05	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	568,955	—	3,636,967	77.3	151,327	390,086	122,397	2	49			
30 Nov. '05	156.1	17.3	126.6	—	78	45	1,200	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	6,627,700	6,209,620	453,041	16,848,806	210.0	1,358,514	3,431,584	1,226,666	10	139			
30 Nov. '05	46.7	—	9.8	—	10	12	143	Worcester & Nashua (par 53)	1,164,398	—	224,309	1,141,000	35,500	62,750	1,888,706	45.7	194,712	431,506	183,750	7	116			
NEW HAMPSHIRE.																								
31 Mar. '06	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,860,000	—	549,233	1,800,000	1,050,000	31,216	3,199,233	93.5	—	422,829	134,871	—	—			
30 Nov. '05	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	—	—	2,085,925	679,500	—	2,765,425	53.6	382,852	639,743	155,896	—	—			
31 Mar. '06	24.5	—	—	—	21	22	494	Concord (par 50)	1,600,000	—	—	1,500,000	—	—	1,600,000	61.3	—	821,955	130,499	—	—			
31 Mar. '06	29.3	—	2.8	—	2	4	—	Merrimack and Conn. Rivers	698,258	—	—	595,538	588,000	—	627	—	—	—	—	—	—			
31 Mar. '06	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	—	740,296	3,068,400	151,400	254,341	3,508,096	82.0	387,789	615,725	215,973	9	108			
30 Apr. '06	24.7	—	2.2	—	6	2	60	Sullivan	1,480,730	—	—	600,000	760,000	—	75.7	oper. by Vermont Central	—	—	—	—	—			
NEW JERSEY.																								
31 Dec. '04	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,896,245	—	—	997,112	2,103,000	252,584	3,442,097	75.2	—	501,236	146,101	—	—			
31 Dec. '04	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	—	4,315,144	6,842,200	10,159,472	175,000	124.2	—	6,274,697	1,702,359	10	128				
31 Dec. '04	60.2	—	—	—	—	—	—	Camden and Atlantic	1,891,444	—	—	1,082,243	1,082,276	12,980	2,221,449	60.2	—	231,466	71,106	—	—			
31 Dec. '04	74.0	12	74.0	—	65	62	1,071	Central of New Jersey	11,844,441	1,283,773	628,171	10,654,949	1,058,276	12,980	12,713,929	80.0	1,187,079	3,036,390	1,287,556	10	127			
31 Dec. '04	53.0	—	—	—	45.5	24	374	Morris and Essex	1,184,960	—	—	1,041,960	1,409,000	—	1,591,960	53.0	—	570,704	171,755	7	80			
31 Dec. '04	53.9	—	—	—	35	98	180	New Jersey	4,057,276	—	738,164	1,768,064	5,000,000	—	5,000,000	53.9	—	1,875,981	803,233	10	128			
31 Dec. '04	21.8	—	—	—	2	6	17	Northern New Jersey	3,903,171	—	—	158,500	200,000	—	4,061,671	21.8	—	146,936	29,200	—	—			
31 Dec. '04	—	—	—	—	—	—	—	Raritan and Delaware Bay	462,116	—	—	2,800,700	1,534,000	45,072	463,872	21.2	92,787	229,476	—	—	—			
31 Dec. '04	18.2	—	—	—	—	—	—	Warren	2,696,481	—	—	1,408,300	600,000	—	4,104,026	18.2	—	272,655	118,133	6	49			
31 Dec. '04	33.5	—	—	—	—	—	—	W. & N. Jersey	2,003,800	—	—	588,400	700,000	—	2,008,300	33.5	—	907,982	91,644	—	—			
NEW YORK.																								
30 Sep. '05	82.0	—	4.6	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,007	82.0	65,472	175,729	89,091	—	—			
30 Sep. '05	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,399,038	—	—	950,000	2,550,000	—	3,400,									

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.						Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Car.				Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.			Total, incl. all other assets and liabilities.	Gross.			Net.
M.	M.	M.	M.	No.	No.	No.														P. c.
PENNSYLVANIA.																				
31 Jan. '86	44.0			136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	513,542	2,876,342	44.0	184,201	356,277	123,892	
31 Dec. '85	387.0	103.0		117.0	132	96	3,059	Atlantic and Great Western	46,006,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,311,238	2,125,200	
31 Oct. '85	65.0	2.5	4.0		21	9	413	Catawba	3,634,000	*	*	3,350,000	278,000		3,629,000	69.5	240,418	370,223	149,587	39 1/2
30 Sep. '85	74.0		5.4		13	12	108	Cumberland Valley	1,582,937	*	519,459	1,516,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8 3/4
31 Oct. '85	113.0	4.0	59.0		85	17	3,070	Del., Lackawanna and West'n	7,538,700	2,663,113		10,247,050	3,491,500	742,585	14,481,135	204.5	1,371,553	1,783,320	38,671	15 1/10
31 Oct. '85	36.0	1.7	7.7		9	6	88	East Pennsylvania	1,273,765	161,539		604,400	598,400	44,888	1,247,688	37.7	161,484	280,743	201,072	
31 Dec. '85	78.0		10.0		18			Elmira and Williamsport	2,620,000	*		1,000,000	1,620,000	Leased	to North. Cen.	302,872	580,978	loss.	5	30
31 Oct. '85	18.5		8.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	149,538	454,480	138,683	10
31 Oct. '85	81.0	2.0	4.3		13	11	349	Erie and Pittsburgh	1,636,921	477,016		664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	
31 Oct. '85	36.0	18.0	17.7		44.0	4	2	Harrieburg and Lancaster	1,832,550			1,182,550	700,000		1,882,550	64.0	oper. by Penn.	R.R.Co.	7	56
31 Oct. '85	32.0				13	4.0	4	Hempfield	1,616,459	41,341		1,809,565	500,000	100,000	2,409,565	32.0	30,876	53,829	1,196	
31 Oct. '85	44.0	14.5	11.7		16	2	134	Huntingdon and Broad Top	2,089,328	*		685,130	1,436,082	389,318	2,510,530	68.5	178,778	352,213	78,702	16
31 Oct. '85	80.0	2.0	34.5		60	12	6,278	Lackawanna and Bloomsburg	3,735,613	40,714		1,335,000	2,276,725	121,409	3,735,134	82.0	173,037	363,015	60,201	
31 Oct. '85	70.0	17.5	64.0		62	12	6,278	Lehigh Valley	7,804,068	2,037,526		6,632,250	1,477,000		8,109,250	87.5	647,080	3,049,860	1,851,630	10
31 Oct. '85	28.3		6.0		31		51	Little Schuylkill	1,466,283	*		2,646,100	906,000	73,555	3,624,655	oper. by Reading	4			8
31 Oct. '85	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,708,200	*		3,708,200			3,708,200	oper. by R.R.	3			4
31 Oct. '85	55.6	14.2	13.9		32	22	686	North Pennsylvania	6,671,104	665,004	193,031	3,150,150	3,105,785	218,586	6,629,199	69.8	318,861	875,064	412,583	41
31 Dec. '85	354.8	32.2	450.5		290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	821.0	5,846,778	17,059,169	1,189,111	10
31 Oct. '85	17.0	2.0	32.0		18	42	119	Phila. German'n & Norristown	1,139,079	298,439		1,476,300	183,000		1,659,300	24.0	311,691	656,739	336,376	8
31 Oct. '85	287.6		55.0					Phila. and (Sunbury) Erie	17,692,768	*		5,069,450	13,000,000	2,000	18,071,450	oper. by Penn. R.R.	Co.	33 1/2		
30 Nov. '85	98.0	59.8	233.3		254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,561,353	20,240,673	6,900,663		30,608,075	47.1	3,683,309	11,142,519	4,122,271	57 1/2
31 Oct. '85	26.5	26.5						Philadelphia and Trenton	1,336,386			999,200	200,000		1,199,200	28.2	177,433	1,030,488	845,891	126
31 Oct. '85	96.0	83.6			52	85	998	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,742	127.0	981,465	3,884,609	1,046,804	6
31 Oct. '85	59.5	11.4	82.6		12	11	84	Pittsburg and Connelleville	2,381,664	198,820		1,774,773	1,500,000	64,209	3,784,101	72.0	272,658	304,363	130,361	9
31 Dec. '85	483.3	15.0	123.0		189	119	2,237	Pittsburg, Ft. Wayne & Chicago	28,183,381	*	3,362,312	9,312,442	12,673,000	1,507,620	26,545,698	483.3	4,623,073	8,489,062	2,253,547	104 1/2
31 Dec. '85	28.0		6.2		8			Shamokin Valley & Pottsville	1,173,778	112,824		500,000	791,597	Leased to North. Cen.	144,006	316,498	116,006	4	40	
31 Oct. '85	26.4		3.3		8	13	31	Westchester & Philadelphia	1,831,840	143,557		684,036	992,300	130,840	1,777,176	26.4	138,578	347,240	200,598	
31 Oct. '85	30.6		4.4		7	3	223	Tioga	821,200	212,788		437,800	326,000	26,292	760,092	30.6	112,409	303,223	128,826	4
RHODE ISLAND.																				
31 Aug. '84	50.0			2.0	16	16	103	N. Y., Providence and Boston	2,168,000	*		1,508,000	250,000			62.0	321,000	567,587	254,508	12
SOUTH CAROLINA.																				
31 Dec. '85	54.9			47.4	4	8	21	Charlotte and Savannah	801,615	34,372	250,000	706,385	195,266	197,905	1,099,536	51.9		283,268	151,536	6
31 Dec. '85	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6				
1 Jan. '86	123.2	21.3						Greenville and Columbia	2,429,769	324,161		1,429,008	1,145,000	245,546		164.5		341,190	125,871	
31 Feb. '86	102.0							North-Eastern	2,011,662			985,743	960,410	108,172	2,057,325	102.0		220,014	96,145	
31 Dec. '85	156.0	106.0			44	28	252	South Carolina	8,520,853	466,408	511,206	5,819,275	3,071,000	711,297	9,798,567	272.0		418,767	196,985	
TENNESSEE.																				
30 Sep. '86	47.6				12	10	171	Central Southern (Tenn.)	1,021,439	58,133	*	605,214	514,000	99,110	1,137,707	47.6		29,907	19,187	
1859	30.0		1.9		12	10	171	East Tennessee and Georgia	1,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466	
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,910,933	156,284		535,654	1,902,000	380,407		130.3	150,142	297,806	149,167	
1859	271.6	19.4			43	37	667	Memphis and Charleston	6,860,678	878,069	129,364	3,869,949	2,658,000	260,112	7,627,797	291.0		1,635,096	873,597	
1859	271.6	16.0			9	6	242	Memphis and Ohio	2,259,267	141,144		670,000	1,361,000	145,000						
1859	100.0		30.6	55.8				Memphis, Clarkov. & Louisv.	2,000,000	100,500		268,721	740,000							
1859	59.0		40.1		7	5	119	Mississippi and Tennessee	1,137,400			798,286	554,949	318,518		59.4	69,870	177,256	60,029	
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	64,175	83,129	44,066	
1859	34.2		7.9		12	2	81	McMinnville and Manchester	553,807	58,516		144,894	406,000	5,000		34.2	30,065	23,808	13,892	
30 Nov. '86	149.7	44.0			39	17	319	Nashville and Chattanooga	3,682,882	*		2,054,544	1,731,000		159.0		734,118	837,384	6	
1859								Nashville and Northwestern												
1859								Tennessee and Alabama	76,016	74,016		595,922	860,000	204,544		45.8	57,960	127,953	87,249	
1859	30.0		0.6	8.0		6	32	Winchester and Alabama				216,962	413,000	408,477		30.0		1,248		
TEXAS, (all aided by State).																				
-- '85	32.0			158.0				Buffalo Bayou, Braz. & Col'do								32.0				
-- '85	58.0			184.0				Galveston, Houston & Henderson								58.0				
-- '86	80.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275,000	240,000	171,560		50.0	81,300	32,670		
1 May '86	70.0		6.0	280.0	7	6	124	Houston and Texas Central	4,232,345	*		455,000	976,000	869,000		70.0	102,200	282,846	196,668	
-- '86	25.0			110.0				San Antonio & Mexican Gulf.								25.0				
VERMONT.																				
31 May '86	110.3			6.6	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,005	3,081,460	105.0	172,500	480,577	175,993	
31 Aug. '83	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,223,376	3,257,471	896,219	6,386,166	119.6	449,361	423,027	112,163	
31 Aug. '83	62.6	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,653		1,097,000		1,206,653	62.6	186,761	185,474	67,786		
31 May, '83	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	117.0	836,269	941,045	262,587	
31 May, '83	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500	*		1,687,500		1,687,500	oper. by Vt. Central		41,267	26,451	8	102 1/2
31 Jun. '83	23.7		0.9		4	6	59	Vermont Valley	1,212,274	89,612		616,164	793,200	1,301,886	oper. by r.b. Troy	23.7	48,996			
31 Jun. '83	59.0	5.5	3.6					Western Vermont	1,083,500	*		332,000	700,000							
VIRGINIA.																				
1 Aug. '86	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,408,018	36,188	88,181	1,534,194					
30 Sep. '86	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,361	775,500	118,789		113.7	708,034	136,302	43,062	
30 Sep. '86	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,832	
30 Sep. '86	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229		103.5		345,427	245,004	loss	
30 Sep. '86	88.3	68.4	10.0		16	16	175	Orange and Alexandria	2,063,655	374,990		2,617,500								

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	
Baltimore and Ohio, (pref.)	3,000,000	7	7	
Berkshire (guarantied)	600,000	7	7	
Boston, Concord & Montreal (pref.)	1,340,400	6	61	
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	
Camden & Atlantic (preferred)	620,800	7	8	
Chesapeake (preferred)	1,160,000	7	33	
Chemung (guarantied)	380,000	7	7	
Cuyaga & Susquehanna (guarant.)	343,500	7	7	
Cheshire (preferred)	2,017,225	7	55	
Chicago & Alton (preferred)	2,425,400	7	107	
Chicago & Northwestern (pref.)	12,994,720	7	66	
Cochecho (preferred)	177,750	8	7	
Ct. & Passumpsic Rivers, (pref.)	1,678,300	10	77	
Cumberland Valley (1st preferred)	241,900	8	8	
" (2d preferred)	243,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000	7	7	
Dubuque & Sioux City (preferred)	1,975,963	7	75	
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	
Elmira & Williamport (preferred)	500,000	7	43	
Erie (preferred)	8,535,700	7	78	
Hannibal & St. Joseph (preferred)	5,253,856	7	7	
Harrisburg & Lancaster (guar.)	1,182,100	7	7	
Housatonic (preferred)	1,180,000	8	104	
Indianapolis & Madison (pref.)	407,900	8	8	
Kennebec & Portland (preferred)	372,000	6	6	
Lackawanna & Bloomsburg (pref.)	500,000	7	7	
Marietta & Cincinnati (1st pref.)	6,205,475	7	41	
" (2d pref.)	3,819,772	7	21	
Michigan S. & N. Indiana (guar.)	1,089,700	10	140	
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	94	
" (2d pref.)	1,014,000	7	85	
Milwaukee & St. Paul (preferred)	2,400,000	7	69	
New Haven & Northampton (guar.)	1,010,000	4	4	
New York & Harlem (preferred)	1,600,000	8	8	
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	
Paterson & Hudson (guarantied)	630,000	8	8	
Paterson & Ramapo (guarantied)	248,000	5	5	
Peoria & Bureau Valley (guar.)	1,200,000	6	6	
Philadelphia & Reading (pref.)	1,551,800	7	7	
Philadelphia & Trenton (guar.)	1,000,000	10	10	
Pittsfield & North Adams (guar.)	450,000	6	100	
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	
Rutland & Burlington (preferred)	382,700	8	8	
" (preferred)	608,176	6	6	
St. L., Alton & Terre Haute (pref.)	1,700,000	6	73	
Toledo & Wabash (preferred)	984,700	7	71	
Toledo, Peoria & Warsaw (1st pref.)	1,050,232	7	7	
" (2d pref.)	908,422	7	7	
Troy & Greenbush (guarantied)	274,400	6	48	
Vermont & Canada, (guarantied)	1,600,000	8	102	
Warren (guarantied)	1,403,300	7	7	
White Mountains (guarantied)	200,000	5	5	
Wrightav., Y. & Gettysburg (guar.)	317,050	2	2	

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal Payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6	J. & J.	1886	95
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	
" sterling	4,375,000	6	"	1890	
Preferred bonds	1,700,000	6	"	18--	
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	
Interest Certificates	161,900	6	"	1868	
Lehigh Navigation:					
1st Mortgage	414,157	6	Qtrly.	1870	
Six per cent. Loan	2,667,276	6	"	1884	92
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	
2d Mortgage	57,000	6	"	1865	
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	"	1876	90
Boat Loan	99,852	6	"	1883	93
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91
2d Mortgage	3,980,670	6	J. & J.	1882	87
Improvement	1,601,970	6	M. & N.	1876	72
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	
Md. stg. loan converted	200,376	5	"	1865	
Mortgage bonds	993,000	6	"	1878	59
Preferred Interest b'ds.	227,509	6	"	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23
West Branch & Susquehanna:					
1st Mortgage, s'k'g'tund	450,600	5	J. & J.	1878	87
Wyoming Valley:					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware.....	100	1,343,563	106	
Chesapeake and Ohio.....	100	8,226,595		
Delaware Division.....	100	1,633,350	86	
Delaware and Hudson.....	100	10,000,000	152	
Delaware and Raritan.....	100	2,298,400	10	
Erie of Pennsylvania.....	50	64,000		
Illinois and Michigan.....				
Lehigh Navigation.....	50	6,091,700	58	
Monongahela Navigation.....	50	726,800	3	
Morris, (consolidated).....	100	1,025,000	10	85
" (preferred).....	100	1,175,000	10	120
North Branch.....	100			
Sault Ste Marie.....	100			
Schuylkill Navigation (consolid.).....	50	1,908,207	28	
" (preferred).....	50	2,888,988	30	
Susquehanna and Tide Water.....	50	2,048,260	91	
Union.....	100			
Union (preferred).....	50	2,787,000	40	
West Branch and Susquehanna.....	100	1,100,000	6	30
Wyoming Valley.....	50	750,000	18	68

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1 (cash).....	per ton 46 — @ 49 —
Pig, American, No. 1.....	48 — @ 50 —
Bar, Refined, English.....	100 — @ 105 —
Bar, Swedes, assorted sizes (in gold).....	95 — @ 100 —
STORE PRICES.	
Bar, Swedes, assorted sizes.....	165 — @ 170 —
Bar, English & American, Refined.....	— @ 125 —
Bar, English & American, common.....	— @ 115 —
Scroll, English.....	155 — @ 205 —
Ovals and Half round.....	150 — @ 160 —
Band, English.....	150 — @ 155 —
Horse Shoe.....	150 — @ 160 —
Rods, English.....	130 — @ 155 —
Hoop, English.....	135 — @ 225 —
Nail Rod.....	per lb. 10 1/2 @ 11 1/2
Sheet, Russia.....	per lb. 23 1/2 @ 25
Sheet, English, Single, Double and Treble.....	7 — @ 9
Rails, English (gold).....	per ton 55 — @ —
Rails, American.....	85 — @ 90 —
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast.....(1st & 2d qty.).....	per lb. 18 1/2 @ — 24
English Spring.....(1st & 2d qty.).....	11 1/2 @ — 13
English Blister.....(1st & 2d qty.).....	12 1/2 @ — 20
English Machinery.....	14 — @ 16
German.....	15 1/2 @ — 17 1/2
American, Blister.....	11 1/2 @ — 13 1/2
American, Cast, Hammered.....	18 — @ 22
American, Cast, Rolled.....	13 — @ 15
American Spring.....	11 — @ 12 1/2
American Machinery.....	14 — @ 15
COPPER—Duty: Pig, Bar and Ingot, 2 1/2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New.....(suits).....	per lb. — @ — 45
Sheathing, Yellow.....	— @ — 32
Pig, Chile.....	— @ —
Bolts.....	— @ — 45
Braziers.....	— @ — 45
American Ingot.....	— @ — 32
LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena.....	per 100 lb. — @ —
Spanish.....	6 75 @ 6 87 1/2
German Refined.....	6 87 1/2 @ 6 87 1/2
English.....	6 87 1/2 @ 7 25
Bar.....	per lb. — @ 10 50
Pipe and Sheet.....	per lb. — @ 10 70
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.	
Banco.....	(gold) per lb. — @ — 24 1/2
Straits.....	(gold) — @ — 22
English.....	(gold) — @ — 22 1/2
Plates, I.C. Charcoal, p. box 10 12 1/2 @ 10 25 15 25 @ 15 50	
Plates, I. C. Onko.....	7 25 @ 9 50 11 — @ 14 50
Plates, Onko Terne.....	7 25 @ 7 50 10 75 @ 11 25
Plates, Charcoal Terne.....	10 — @ 10 25 15 25 @ 15 50
NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash).	
Cut, 4d. @ 6d.....	(cash) per 100 lb. — @ 7 25
Clinch.....	(cash) — @ 8 75
Copper.....	— @ — 50
Ausable Horse, Norway Iron, Forged.....	— @ — 32
Zinc Nails.....	(6 mos.) — @ — 20
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity.....	— @ — 23
Refined, free L. S. to White.....	58 — @ — 60
Ref'd, in bond, prime L. S. to White.....	45 — @ — 45 1/2
Ref'd, in bond, Standard White.....	46 — @ —
Naphtha, Refined (60 @ 68 gravity).....	28 — @ —

New York Stock Exchange.
Actual Sale Prices for the week ending Sept. 12.
Th 6 F 7 Sat 8 M 10 Tu 11 W 12

	Atlantic M. S. S. Co.	At. & Gt. W. (O) 1st m't.	Buffalo, N. Y. & E., 1M. 95	California 7s	Canion Co.	Central Am. Transi.	Chicago & Alton	" " pref.	" " 1 M.	" " S. F.	" Inc. b'ds	Chicago, Burl. & Q.	" " 8 p.c.	Chic. & Northwest'n.	" " pref.	" " 1st M.	" " 2d M.	" " S. F.	" " Consol.	Chicago & Rock Isl.	" " 1st M. '70.	Clev., Col. and Cin.	Clev. and Pittsburg.	" " 2 M.	" " 3 M.	" " 4 M.	Clev. and Toledo	" " S. F. 7 p.c.	Cumberland Coal, pref	Del. & Hudson Canal.	Del., Lack. & West.	" " 1M. S.p.c. '71-6.	" " 2M. S.p.c. '81.	Erie	" " pref.	" " 1 M. 7 p.c. '67.	" " 2 M. 7 p.c. '79.	" " 3 M. 7 p.c. '83.	" " 4 M. 7 p.c. '80.	" " 5 M. 7 p.c. '88.	Hudson River	" " scrip.	" " 1M. 7p.c. '69.	" " 2M. S. F.	" " 3M. 7p.c. '75.	" " conv. bonds.	Illinois Central	" " Can. b'd. co.	" " bonds.	Marietta & Cin. 1st pref.	" " 2d	" " 1st mort.	Mariposa Mining Co.	Michigan Central.	" " S.F. S.p.c. '82.	" " conv. S.p.c. '69.	M. S. and N. I.	" " guar'd.	" " 1M. S.F. 68	" " 2 M.	Mil. and P. du Chien.	" " 1st pref.	" " 2d pref.	" " 1st M.	Milw. and St. Paul.	" " pref.	" " 1st mort.	" " 2d mort.	Miss. & Mo.	" " L.G. bonds.	Missouri 6s.	" " iss. to H. & St. J. R.	" " Pacific.	New York Central.	" " Real Estate.	" " 7s. S.F. '76.	" " 7s. conv. '76.	" " 6s. S.F. '83.	" " 6s. S.F. '87.	N. York & Harlem	" " pref.	" " 1M. 7p.c. '73.	" " 2M. 7p.c. '64.	" " 3M. 7p.c. '67.	North Carolina 6s.	" " ex-coupon.	" " new	Ohio & Miss. cer.	" " pref.	Pacific Mail S.S. Co.	Panama	Phila. and Reading.	Pitts. Ft. W. & Chicago.	" " 1M. 103 1/2.	" " 2M.	" " 3M. 89	Quicksilver Mining Co.	St. L., Alton & T. H.	" " pref.	" " 1M.	" " 2M. pref.	" " Inc. b'ds.	Tennessee 6s. 1890.	" " ex-coupon.	" " new	Tol. Wab. & Western	" " Pref.	" " 1M. ex.	" " 2M.	" " Int. b'ds.	Virginia 6s.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Price	110			115 1/2			105		98 1/2			130 1/2		35 1/2	66 1/2	89 1/2			81	109 1/2			80 1/2			114 1/2		46 1/2	151				70 1/2					120 1/2		103				123 1/2			42		11	111 1/2		82 1/2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 12.

Th. 6. F. 7. Sat. 8. M. 10. Tu. 11. W. 12.

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---
U. S. 5s, 1874, coup.	100	99½	---	---	---
U. S. 5s, 1865, coup.	---	---	---	---	---
U. S. 5s, 10-40s, coup.	98½	98	98½	98½	98½
U. S. 5s, 10-40s, reg.	99	---	98½	---	98½
U. S. 5s, 1881, reg.	---	111½	---	---	111½
U. S. 5s, 1881, coup.	111½	---	---	110½	---
U. S. 5s, '81, O. W. L. y.	---	---	---	---	---
U. S. 5s, 1881, " "	---	---	---	---	---
U. S. 5s, 1867, reg.	---	130	131	130	---
U. S. 5s, 1868, reg.	---	---	126	127	---
U. S. 5s, 1868, coup.	---	---	---	---	---
U. S. 5s, 5-20s, c. 1862.	111½	111½	111	111½	111½
U. S. 5s, 5-20s, c. 1864.	---	---	108½	---	---
U. S. 5s, 5-20s, c. 1865.	108½	108½	108½	108½	108½
U. S. 5s, 5-20s, reg.	109	108½	108½	---	---
7.30 Notes, 1st series.	106½	106	106	106	106½
" " 2d series.	105	105	105	106½	106½
" " 3d series.	105	105½	105½	106½	106½
American Gold.	146½	146½	146½	146½	146½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 11.

W. 5. Th. 6. F. 7. Sat. 8. M. 10. Tu. 11.

Cattawissa	---	---	---	---	---
" preferred	33½	33	33½	33½	33½
Camden & Amboy	129½	129½	---	---	127½
" " 6s, '87	---	---	---	---	---
" " 6s, '70	---	---	---	---	---
" " 6s, '75	---	---	---	---	---
" " 6s, '83	92	---	92	92	---
" " 6s, '89	---	---	---	---	---
" mort. 6s, '89	---	---	---	---	---
Ches. & Del. Canal 6s '86	---	---	---	---	---
Del. Div. Canal	57	57	56½	---	---
Elmira & Wmport	---	---	---	---	---
" " pref.	---	---	---	---	---
" " 7s	---	---	---	---	---
Lehigh Navigation	60	60	59½	59½	58
" " 6s, '84	92	92½	92½	92	---
Lehigh Valley R. R.	65	65	65	65	65
" " 6s	---	---	---	---	---
Little Schuylkill R. R.	---	---	38	37½	37½
" " 7s	---	---	---	---	---
Long Island	---	---	---	---	---
" " 6s	---	---	---	---	---
Minehill	58½	---	---	---	---
Morris Canal	---	---	85	---	---
" " pref.	---	---	---	---	---
" " 6s, '76	92	---	---	---	---
North Pennsylvania	---	---	40½	---	---
" " 6s	---	---	---	---	---
" " 10s	---	---	120	---	---
Northern Central	---	---	46½	---	---
Pennsylvania R. R.	57½	57½	57½	57½	57½
" 1st m.	---	---	101	---	---
" 2d m.	---	---	---	---	---
Penn. State, 5s	95½	95½	95½	95½	---
" " 5s, coupon	---	---	---	---	---
" " 6s, W. L.	102	---	---	---	---
Philadelphia City, 6s	95½	95½	95½	95½	95½
" " new	99	99	99	99	99
" " munc	99	99	99	99	99
Philad. Germ. & Nor.	60	60	---	---	---
Phila. & Reading	56½	56½	57½	57½	57½
" " 6s, '86	---	---	---	---	---
" " 6s, '70	---	---	---	---	---
Philadelphia & Erie	35½	33	33½	33½	33½
" " 6s	---	---	---	---	---
Philad. & Sunbury, 7s	---	---	---	---	---
Schuylkill Navigation	28½	28½	28½	28½	28½
" " pref.	33½	36	36½	37½	36½
" " 6s, '82	85	86	---	---	---
" " 6s, '76	---	---	---	---	---
" " 6s, '72	---	---	---	---	---
Sasq. Canal	13½	13½	13½	---	---
" " 6s, '78	---	---	---	---	---
Union Canal, pref.	---	---	---	---	---
" " 6s, '83	---	---	23½	---	---
West Br. Canal 6s '78	---	---	---	---	---
Wyoming Valley Canal	---	---	---	---	---
" bonds	---	---	---	---	---
Hestonville, (Horse)	18½	18½	18½	18½	18½
Chestnut & Wal.	54	55	---	---	53½
Green & Coates, "	---	---	30	---	---
2d and 3d streets, "	---	---	---	---	88
Struce & Pine, "	---	---	---	---	---

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 11.

W. 5. Th. 6. F. 7. Sat. 8. M. 10. Tu. 11.

Baltimore City 6s, 1875	99½	100	---	100	---
" " 1886	---	---	---	99	---
" " 1870	---	---	---	---	---
" " 1890	---	---	---	100½	---
Balt. and Ohio	---	114	---	---	114
" " b'ds, '82	---	---	---	---	---
" " " '87	---	---	---	---	---
" " " '75	---	---	---	---	---
" " " '80	---	---	---	---	---
" " " '85	99	---	---	---	99½
Northern Central	---	---	---	---	---
" " b'ds, '85	90	89	---	---	---
" " " '95	---	---	---	---	---
City Passenger R. R.	---	---	---	---	---

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 12.

Th. 6. F. 7. Sat. 8. M. 10. Tu. 11. W. 12.

Boston and Lowell	107½	107½	107	---	---
Boston and Maine	131	130½	131	---	---
Boston and Providence	---	140	---	---	---
Boston and Worcester	---	---	140	140	---
Cheshire, pref.	58	58	58	58	58
Concord	---	---	---	---	---
Connecticut River	---	---	---	108	---
Eastern, Mass.	108	108	---	107½	107½
Eastern, N. H.	---	---	---	---	---
Fitchburg	---	116½	116½	116	116
Manchester & Lowell	---	110½	---	---	---
Michigan Central	---	---	---	---	---
Northern, N. H.	105	105	104	106	106
Old Colony & Newport	104	---	104	104	104½
Ph. W. & Baltimore	---	56	---	---	55½
Port'd, Saco & Ports.	109½	---	---	100½	---
Vermont & Canada	102	102½	102	---	102½
Vermont & Mass.	49½	49½	49½	49½	---
Western	140	140	139½	---	139½
Broadway (Horse)	---	---	---	---	---
Cambridge	---	---	---	---	---
Metropolitan	---	---	54½	---	53
Middlesex	---	---	47	---	---
Central Mining Co.	---	---	---	---	---
Copper Falls	37	37½	44½	47½	---
Franklin	48	47	55	55	53
Huron	40	---	45	48	45
Ile Royale	11½	---	---	---	13½
National	---	---	14	18	18
Minnesota	12½	14½	15	16½	16½
Pewabic	25	---	38	39	36
Pittsburg	50	50	---	51	53
Quincy	47	50	52	54½	---
Rockland	8	8½	9½	10½	9½

London Stock Exchange.

The following were the closing prices for American Securities on the 31st of August.

United States 5-20 yrs, 1882, 6 per cent	73 @ 73½
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	44 @ 45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66 @ 68
Do. do., 2d mort., 1881	63 @ 70
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do. consolidated mortgage bonds, 1890	46 @ 48
Erie shares, \$100 (all paid), 8 p. c.	45½ @ 46½
Do. convertible bonds, 6 p. c.	69 @ 71
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent, 1875	66 @ 68
Do. \$100 shares (all paid)	79½ @ 80½
Marietta and Cincinnati R. R. bonds, 7 p. c.	68 @ 70
New York Central \$100 shares	60 @ 63
Panama Railroad, 2d mort., 1872, 7 p. c.	100 @ 102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do. \$50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	---
Do., with option to be paid in Philadelphia	---

American Railroad Journal.

Saturday, September 15, 1866.

Stock Exchange and Money Market.

There is undiminished ease in Money. Lenders have unusually heavy balances available to all first class borrowers, whether for speculative use, or mercantile purposes, and rates are steady on call loans 3@4 per cent. to the Government houses, and 4@5 per cent. to other leading stock firms, while strictly prime discounts are quoted at from 5@6 per cent., and good to fair names, at 6½@8 per cent. per annum. There is an increase in the discount applications, resulting from the revival in general business, which, though late in opening, promises well for the season. The activity is most apparent in dry goods, groceries, breadstuffs, provisions, cotton, wool, and a few other leading commodities. Currency has been passing hence to the interior, chiefly to move the crops, but not in sums sufficient to materially affect the supply or price of money here, especially in view of the liberal disbursements from the Treasury Department. Rumors are current to the effect that Secretary McCulloch contemplates an early liquidation of the Clearing House certificates of deposit, and the extension of the privilege of immediate conversion of the Seven Thirty notes into

the Five Twenties of 1865, so as to embrace all three issues of the former, now amounting to \$769,518,900, as against an original grand total issue of \$830,000,000, mainly marketed by the Government Loan Agent, but these rumors lack confirmation. We have made diligent inquiry at the U. S. Sub-Treasury, at the Government Loan Agency, and at other heavy dealers in the public funds, and we find nothing to warrant them, beyond the recognition of the fact that the Treasury Department is in a position to act as indicated, that the condition of the market for money and national stocks is favorable to the adoption of such a course, and that Secretary McCulloch is free to fund and liquidate, when he shall have decided that it is for the interest of Government for him to do so. The last exhibit of the public debt, Sep. 1, as given in our last, is regarded as an unprecedentedly strong one. It adds greatly to the confidence of the public in the present management of the national finances. It indicated that the liquidation of the public debt has been progressing at the rate of \$24,868,399 a month, since June 1, 1866, and at the rate of \$12,428,469 a month, since August 1, 1865. The rate of liquidation through the past year, which, it is not at all improbable, will be realized for some years to come, would free us wholly of indebtedness in about sixteen years. Of the interest bearing portion (about \$2,221,500,000 of the present debt, Five-Twenties (of all issues) form \$776,422,800, including of the earlier issue, \$514,780,500; issue of 1864, \$100,000,000; and issue of 1865, \$161,642,300. The six per cents of 1881 now amount to \$283,734,800, the Ten-Forties to \$171,069,350, and the Seven-Thirties (all three series) to \$769,518,900, or nearly sixty-one millions less than the original total issue. The legal-tender circulation is now \$555,115,732, against \$556,373,868 on the 1st ult., and \$564,140,458 on the 1st of June. The reduction since June has been mainly in the compound-interest notes, which, three months ago, stood at \$162,012,140, and are now down to \$155,512,140. The plain greenback circulation on June 1 was \$402,128,318; August 1, \$400,361,728; and Sept. 1, \$399,603,592. Nearly a sixth of the entire legal tender circulation lies in the vaults of the banks of this city, which held a reserve of over ninety millions of United States notes at the close of last week. At the beginning of September, 1865, the legal tender circulation stood as high as \$684,138,959. It has since been reduced nearly \$130,000,000, as against an increase of about \$113,700,000 in the national bank note circulation, during the same period, showing conclusively that the legal-tender circulation has been diminished more rapidly than the volume of National Bank notes has been augmented. A very considerable portion of the issue of National Bank currency through the year has superseded the circulation of State banks, converted into National banks or wound up altogether, so that it is safe to assume that the volume of paper money of all kinds in circulation has been materially lessened since Sept. 1, 1865. The payment of seventy-three millions of the temporary loan in August is another important gain for the Treasury. Nearly thirty millions of the first series of Seven-thirties maturing in August of next year, were converted within the month into Five-twenties of the latest issue. The currency interest-bearing portion

the debt was reduced nearly ninety-one millions, and the coin interest-bearing debt increased about thirty-four millions during the past month. The liquidation of the temporary loan, which ceased to bear interest on the 26th ult., continues; yet the cash reserve in the Treasury, to-day, is heavier than on the 1st inst., and the tendency is to further accumulation, from the liberal excise and customs revenues of the Government. Confidence is freely expressed that the Secretary will bring the net indebtedness of the country within the limits of \$2,400,000,000 by the close of the current year, to be represented by \$2,000,000,000 of an interest-bearing debt, and \$400,000,000 of a legal tender circulation.

The city banks, last week, added \$3,542,061 to their loans, \$1,074,310 to their specie reserve, and \$698,454 to their circulation, while losing \$2,428,554 of the legal tender reserve, and \$83,291 of their deposits. Their deposits are now \$225,107,991. Their legal tender reserve amounts to \$90,194,254. Their circulation now stands at \$28,506,288, and their loans are up to the enormous sum of \$268,941,668, or nearly fifty-five millions higher than at this time last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$98,567,189 a day, against a daily average of \$97,644,608 the preceding week; and \$102,991,220 the week ending with Aug. 25th. The current week's exchanges average near \$100,000,000 a day.

The U. S. Sub-Treasury receipts, week ending with Sept. 8, were \$19,089,718, including \$3,222,266 from customs duties; payments, \$16,820,266; balance at the close of the week, \$84,563,995, against \$82,291,543 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, \$10,382,435, and payments, \$9,296,287, Tuesday, receipts, \$2,762,511, and payments, \$1,001,330. The balance at the close of business on Tuesday stood at \$87,411,321, against \$81,253,064 a week ago.

Government revenues were very heavy, last week. The excises, yielded the enormous sum of \$10,302,029; customs at the port of New York, \$3,222,266, and at the outports, at least, \$1,250,000 more, making the grand total income for the week equal to about \$16,788,000 in currency, against disbursements of only \$3,145,069 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been \$81,805,815. Thus far, in the current fiscal year, the receipts from this source have averaged about \$8,000,000 a week, or equal to a yearly aggregate of \$416,000,000.

National Bank notes to the amount of \$1,266,025, were issued last week, making the total issue to 1,658 banks thus far \$291,179,845. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$331,910,700, and as security for public deposits, \$38,565,000, making a total of \$370,475,700.

There have been no very noteworthy fluctuations in gold, since our last. The extremes have been 147½ on Saturday under some heavy purchases for speculative account, and 145½ on Tuesday, under liberal arrivals of specie from California and Europe. The California steamer

Henry Chauncey delivered on Sunday \$1,679,030 in treasure at this port. The *City of Boston* from Liverpool also arrived here on Sunday with \$250,000, the *Hermann* on Monday with \$310,000. Another arrival at Boston by the *China* amounted to \$765,000. The *Pereire* from Havre reached this port on Wednesday, with a treasure freight of 5,626,000 francs, or equal to about \$1,125,200; making the imports of specie from Europe, for the week, here and at Boston, \$2,450,200. The shipment of gold from Liverpool by the *Java* on Saturday last is now telegraphed as \$1,450,000, in place of \$1,000,000, as reported that day. On Wednesday, gold opened at 145½, advanced to 146½, fell to 145½, and closed tamely, but steady at 146. Loans of gold were made on that day at from 1-16th per cent. a day to "flat." The speculation for a rise lacks vigor, and is only kept up by the enormous customs demand, which materially lessens the supply of "cash gold," and helps the bull interest. The customs demand last week, averaged \$537,044 a day; thus far, this week, it has been equal to \$410,000 a day. The total receipts of California gold at this port since Jan. 1, were \$30,397,184, against \$12,639,270 same time last year, showing an increase, in 1866, of \$17,757,914. The exports of specie from this port, last week, were only \$157,062, making the total outflow of specie from the port, since Jan. 1, \$53,652,614, against \$20,825,756 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the September coin interest, on the public debt, chiefly on the Ten-Forty Loan, \$1,935,108, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, \$31,352,165, against \$25,088,844 same time last year.

Government securities have been in less urgent demand for home investment and export purposes, since our last, and there has been a temporary yielding in prices; the market closing, however, with more firmness, as the offerings are light at the going rates, despite the unfavorable reports from London. U. S. Sixes of 1881 closed 111¼; U. S. Five-twenties of 1882 at 110¾; U. S. Five-twenties of 1865 at 108½, U. S. Ten-forties at 98, ex-Sept. coupon, and U. S. Seven-thirties at 105¾@106. The brokers are buying the compound-interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....115½	May, 1865.....110½
July, 1864.....115	August, 1865.....109
August, 1864....114½	September, 1865..108½
October, 1864....113½	October, 1865....108
December, 1864..112½	

There has been a slight improvement in foreign exchange, since our last, resulting from an increased demand for prime bills, which have been rather less freely offered. Bankers' sixty day bills on London are now quoted 106@106½, and on Paris to 5.35@5.30; sight bills on London to 107@107½; and on Paris to 5.30@5.27½. The depression in gold helped the market somewhat. Government has been a purchaser of exchange, for the diplomatic service. The exports of current produce are liberal and adding to the supply of bills. The week's exports of domestic produce and miscellaneous goods have been to the currency value of \$3,042,586, against \$2,323,660 same week last year. The exports since January 1, have been to the value of \$137,168,392

or nearly twenty-nine million dollars in excess of the exports, same time last year.

Railway and miscellaneous property has been more freely dealt in. Prices were depressed early in the week by the bear influence on the market; but there has been a decided rally within a day or two, and the indications are of an early and vigorous upward movement, as much of the really desirable share interests are passing rapidly into the hands of strong bull cliques, and will doubtless be energetically manipulated by them.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 29.	Sept. 5.	Sept. 11.
Consols.....	@89¼	89¼	89¼
U. S. 5-20's.....	@72¼	73	71¾
Erie.....	@45¾	46¾	44½
Ill. Central.....	@78¾	79	78½

Telegraphic advices from California report the earnings of the Central Pacific Railroad Company for the month of August as high as \$111,770, (in gold,) which shows a marked increase in the business of the road, of which there are now 73 miles in working order. The working portion of the road earned in May of this year, \$65,116; in June, \$67,430; in July, \$85,000; and in August, as above, \$111,770, all paid in coin. The demand for the First Mortgage Bonds of the road (interest and principal payable in New York, in coin,) advertised by Messrs. Fisk & Hatch, elsewhere in this paper, has been quite active, during the past week. The bonds are evidently destined to become a favorite security. They have thirty years to run from date of issue, July 1, 1865. The bonds bear interest at the rate of six per cent. per annum in coin; payable semi-annually on the first days of January and July of each year, at the banking house of Messrs. Fisk & Hatch, No. 5 Nassau street, who are the sole agents for the sale of the bonds, and who offer them at 95 per cent., and accrued interest from July 1st, in currency.

In general business, there has been a decided improvement since our last, with increased sales reported at generally firmer prices, in all the leading branches of trade, especially in bread-stuffs, groceries, dry goods, boots and shoes, provisions, and cotton. Middlings close firmly at 33@36 cents per pound. The week's exports of cotton have been 6,987 bales from this port, and 9,850 bales from all the shipping ports, leaving an available supply of 80,000 bales here, and 210,000 bales at all the shipping ports. The total exports of cotton from the United States, year ending Sept. 1, 1866, were 1,583,000 bales. The total imports of foreign dry goods, last week, were \$3,136,719, and the total amount marketed \$3,719,066. The value of foreign merchandise imported last week, was \$2,754,152—making the grand total value of last week's imports of dry goods and merchandise, \$5,890,871, and since January 1, \$220,222,876, against \$121,860,443 same time last year. The freight market is very quiet, but steady, with 522 vessels of all classes in port.

The actual stock of cotton in this port, Sept. 1, was 68,408 bales, against 74,862 bales same time last year. Spinners took 379,720 bales from this port during the year ending 31st ult., against 275,636 bales last year, and 264,972 year before; or, say 7,302 bales per week this year, against 5,301 last year.

WEEKLY CONSUMPTION AT THE PORT.

Bales.	Bales.
1865-'66.....7,302	1855-'56.....3,578
1864-'65.....5,301	1854-'55.....4,062
1863-'64.....5,095	1853-'54.....3,082
1862-'63.....3,425	1852-'53.....3,484
1861-'62.....2,449	1851-'52.....3,724
1860-'61.....4,109	1850-'51.....2,636
1859-'60.....4,633	1849-'50.....3,066
1858-'59.....4,290	1848-'49.....3,040
1857-'58.....3,773	1847-'48.....3,070
1856-'57.....4,443	

The New York exports, exclusive of specie, for the week ending Sept. 11, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week.....	\$2,323,660	\$3,042,586
Prev. reported.....	105,847,660	134,125,806

Since January 1.....\$108,171,320 \$137,168,392

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods.....	\$2,833,411	\$3,136,719
Gen. merchandise.....	1,875,558	2,754,152

Total for the week.....\$4,708,969 \$5,890,871
Prev. reported.....117,151,474 214,332,005

Since January 1.....\$121,860,443 \$220,222,876

The balance in the Sub-Treasury on Wednesday was \$88,529,789 33.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 6s, 1873, 98; do., 7s, Bounty Loan, 105½; Ohio 6s, 1870@1875, 98; Louisiana 6s, 100; Minnesota 8s, 101; Michigan 6s, 1878, 96; Norwich and Worcester, 107; Hannibal and St. Joseph R. R., 36¾; Ind. and Cin., 75; N. J. Central, 128; Chicago and Great Eastern, 46¼; New York and New Haven, 114; Stonington, 112; Gt. Western R. R. 2d mort., 1893, 72½; Ohio and Mississippi 1st mort., 88; Morris and Essex 1st mort., 95½; Spruce Hill Coal, 4; Wilkesbarre Coal, 52; Central Coal, 52; American Coal, 60; Ashburton Coal, 18¾; Boston Water Power Co., 32; Cary Imp., 14; Rutland Marble, 27½; Mariposa pref., 30¾; Smith and Parmelee Gold, 10¼; Manhattan Gas, 138; Western Union Tel., 59; Continental Bank, 103; Central Bank, 112; Market Bank, 112; Bank of Commerce, 116; 4th National Bank, 107; Ocean Bank, 102; Metropolitan Bank, 131; Am. Ex. Bank, 119; Shoe and Leather Bank, 111; Phoenix Bank, 105.

Philadelphia.—Pittsburg 5s, 75; New Jersey 6s, reg., 98¾; Warren and Franklin 7s, 81; Sunbury and Erie 7s, 99; Reading mort. 6s, 93; Schuylkill Nav. Boat Loan, 92; Union Passenger R. R., 42¼; 13th and 15th streets, 22; 10th and 11th streets, 63; Phila. and Darby, 12; Germantown, 27¼; Camden and Amboy scrip, 42¼; Lehigh Valley scrip, 53¼; Chester Valley, 2½; Tremont 7s, 85; St. Nicholas Coal, 2¾; Big Mt., 5; Fulton Coal, 7½; Coal Ridge, 10; Lehigh Zinc, 45; Mechanics Bank, 32½; Consolidation Bank, 43; Farmers' and Mechanics' Bank, 132½; Philadelphia Bank, 147¼; Manuf. Bank, 32; City Bank, 67; Union Bank, 65; Louisville Bank, 100; Penn Township Bank, 55; Ocean Oil, 4¾; Maple Shade, 2¾; Feeder Dam, ½; Dalzell, ¾. The latest quotations are: City 6s, 95½@95¾; do., new, 99¾@99¾; State 5s, 95½@96; do., coupon, 95¾@96½; do., 6s, W. L., 102¼@102½; Phila.,

Wil. and Balt., 55¾; Reading, 57¼@57¾; do., 6s, 1870, 96@98; do., bonds, 92@94; do., con., 114@115; Camden and Amboy, 127@128; Penn. R. R., 56½@56¾; do., 1st mort., 101@102; do., 2d mort., 99@100; Little Schuylkill R. R., 37¾@38; Morris Canal, 85½@87; do., pref., 120@123; do., bonds, 90@93; Wyoming Valley Canal, 65¾@67¾; do., 6s, 85@90; Susquehanna Canal, 13½@13¾; do., 6s, 58@60; Sch. Nav., 28¾@28¾; do., pref., 36¾@37¾; do., 6s, 1882, 84¾@85; Union Canal bonds, 23½@24½; Delaware Div. Canal 56@57; do., bonds, 90@92; Elmira and Williamsport, 30@32; do., pref., 42@44; do., 7s, 1873, 97½@99; do., 5s, 65@75; Lehigh Coal and Navigation, 57@58; do., bonds, 1884, 92@92½; North Pennsylvania, 40½@41; do., 6s, 91½@92¼; Philadelphia and Erie, 33¼@33¾; do., 6s, 94@95; Minehill, 57½@57¾; Catawissa, 32@37; do., pref., 33¼@33¾; Lehigh Valley, 65@65½; do., bonds, 94@96; Fifth and Sixth streets, (horse), 46@47; Second and Third, 88@90; West Philadelphia, 68½@71; Spruce and Pine, 37½@38½; Green and Coates, 30@33; Chestnut and Walnut, 53½@55; Thirteenth and Fifteenth, 21½@22; Girard College, 27½@30; Tenth and Eleventh, 63½@65; Union, 42¼@42½; Hestonville, 18¼@18½.

Boston.—Eastern R. R. 6s, 1874, 98½; Boston, Hartford and Erie ex-int., 37½; Boston and Lynn 6s, 1886, 90; Cheshire 6s, 1880, 92; Rutland and Burlington 1st mort., 100; 2d mort., 39½; Vermont Central 1st mort., 120; do., 2d mort., 35½; Boston and Lowell 6s, 96; Phila., Wil. and Balt., 6s, 1876, 98½; Ogdensburg 1st mort., 100¼; do., 2d mort., 69½; Ogdensburg and Lake Champlain, 68; South Shore, 14; Vt. and Canada guar., 102¾; Conn. and Pass. Riv. pref., 77½; Boston Water Power Co., 32; Cary Imp., 14; Essex, 97¼; East Boston, 12½; Waverly Land, 3¾; Adams Express Co., 101; Boston and Roxbury Mill, 48; Mammoth Vein Coal, 3¾; North Mt. Coal, 3; Harleigh Coal, 65; Short Mt. Coal, 20½; Gilberton Coal, 24¾; Baltic Gold, 65c; Montezuma Gold, 1.95; Hope Gold, 1¼; Wallace Gold, 30c; Bullion Conso., 2.15; Peck Gold, 30c; Caledonia Gold, 28c; Quartz Hill Gold, 4½; Revenue Extension Silver, 5; Vermont Iron, 60c; Cook Co., Ills., 7s, 1880, 97; St. Louis 6s, 1886, 86; Boston 5s, 99¾; do., 6s, 1877, 101½; Chicago 7s, sewerage, 99¾; do., municipal 1881, 100¼; Portland 6s, 1870, 98¾; Maine 5s, 1864, 100; do., 6s, 1893, 99; Massachusetts 5s, 1883@1893, gold, 100; Rhode Island 6s, 1882, 99; Indian Spring Oil, 20c; Massachusetts and Oil Creek, 45; Pepper Well Pet., 1.50; Central, 2.50; Pittsburg and Boston, 15c; Crescent, 30c; New England, 10c; Boston Pet., 15c; Everett, 5c; Webster Bank, 114; Tremont Bank, 123½; Atlas Bank, 115; State Bank, 112; Old Boston Bank, 67; Columbian Bank, 117; Market Bank, 109; Traders' Bank, 102¾; Merchants' Bank, 121½; Bank of Commerce, 122½; Everett Bank, 100¾; Eliot Bank, 122; Bay State Mining Co., 16; Canada, 50c; Dana, 3½; Deighton, 18c; Eagle River, 4; Hancock, 22; Hanover, 3½; Humboldt, 4½; Madison, 2½; Petherick, 6; Pontiac, 1¼; St. Clair, 7; Superior, 4; South Side, 2½.

Baltimore.—Virginia bonds reg., 42¼; Marietta and Cincinnati bonds, 84½; Liberty Copper Co., 1.50; Bare Hill, 0.65; Atlantic Coal, 1.05; Penna. Oil, 0.15; Santa Clara, 7¼; Third National Bank,

102½; Mechanics Bank, 17; Bank of Baltimore, 104½; Exchange Bank, 96; Union Bank, 64¾; Howard Bank, 12. The latest quotations are: Balt. and Ohio, 113½@114; do., 6s, 1867, 100¼@100¼; do., 1875, 96@97; do., 1880, 96½@98; do., 1885, 99½@100; Northern Central, 45½@46; do., bonds, 1885, 87@88¼; N. W. Va. 1st mort., 1873, 96½@97½; do., 2d mort., 90@95; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 85@87; Central Ohio, 20@25; do., 1st mort., 82@85; Western Md. bonds, 75@75½; do., guar., 96@97½; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 100@101½; do., 1890, 101¼@101¼; Baltimore 6s, 1870, 97@98; do., 1873, 96@97; do., 1875, 100@100¼; do., 1886, 99@99½; do., 1890, 99@99¾; do., coupon, 100@100; do., Park, 99@100; do., 1892, 93@99; do., 5s, 1838-'70, 83@83; City Passenger R.R., 18@18½; Canton Co., 51½@52; Gardner, 0.50@0.70; Am. Gas Coal, 0.20@0.40; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@108; Santa Clara, 9@10; Balt. Chrome, 0.75@0.75; Bare Hill, 0.50@0.55; Atlantic Coal, 1.00@1.10; Mineral Hill, 0.60@0.70; Baltimore Coal, 100@200.

Erie and Niagara Railway.

An agreement was signed on the 18th of July last, by which the Great Western of Canada Railway Company agrees to work the Erie and Niagara Railway for five years. The former company is to find all necessary rolling stock, and pay the Erie and Niagara a minimum rate of twenty per cent. of gross receipts, and also any surplus profits that may accrue beyond this. The agreement is terminable by either party on giving six months' notice after the expiration of the five years. The road is to be kept in repair at the cost of the Great Western Railway, who are to be allowed £2,400 per annum for expenses of management.

Hartford and New Haven Railroad.

The annual meeting of the stockholders of this company is to be held in Hartford on the 19th inst., "for the choice of Directors for the ensuing year, and to consider and act upon the subject of merging the stock of the New Britain and Middletown Railroad Company with that of this company, and the transaction of such other business as may then be brought before the meeting."

Baltimore and Potomac Railroad.

The location of this road was commenced by a party of engineers last week. General Trimble, who originally surveyed the road, is assisting the engineers, who commenced operations on the line of the Annapolis Railroad, and are working on towards the Patuxent River.

Messrs. FOWLE & Co., 70 Broadway, have for sale Krupp's Steel Tyres, Owen's Steel Tyres, Lowmoor Steel Tyres, and Bowling Steel Tyres. They are agents for the celebrated Earl of Dudley's English Bar Iron, Boiler, Tank and other Rivets, Nuts, etc. Address Messrs. FOWLE & Co., No. 70 Broadway, New York.

Hon. Alva Crocker, of Fitchburg, Mass., has been appointed Commissioner of the Troy and Greenfield Railroad and Hoosac Tunnel, in place of Mr. Holmes, resigned. Mr. B. H. Latrobe, of Baltimore, has been appointed Consulting Engineer.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Sept. 7th, 1866, were.....\$66,406 13
Corresponding week of 1865.....80,534 74

Decrease.....\$14,128 61

The earnings of the Grand Trunk Railway of Canada for the week ending Sept. 1st, 1866 were.....\$135,141 00
Corresponding week of previous year..133,673 00

Increase.....\$1,468 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Aug., 1866..\$35,724 00
Corresponding week previous year....41,472 10

Decrease.....\$5,748 10

The earnings of the Western Union Railroad for the week ending Sept. 7, 1866..\$19,371 09
Corresponding week previous year....15,344 41

Increase.....\$4,026 68

The earnings of the Detroit and Milwaukee Railroad for the first week in Sept., 1866, were.....\$43,014 00
Corresponding week of 1865.....41,747 00

Increase.....\$1,267 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Sept., 1866, were.....\$97,292 00
Corresponding week of 1865.....110,236 00

Decrease.....\$12,944 00

The earnings of the Chicago and Northwestern Railway for the first week in Sept., 1866 were.....\$218,050 00
Corresponding week of previous year..236,432 00

Decrease.....\$18,382 00

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st Aug., inclusive, during the years 1865 and 1866, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1865..	391,600	4,686,600	7,054,000	174,800
1866..	136,200	1,763,200	13,939,900	142,300

Dec. 255,400	2,923,400	*6,885,900	32,500
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* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 840,080 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of Aug., in the years indicated:

	1864. April 30.	1865. May 1.	1866. May 1
Canal opened—			
Flour, bbls.....	566,200	391,600	136,200
Wheat, bush.....	9,933,300	4,686,600	1,763,200
Corn, bush.....	5,537,200	7,054,600	13,939,900
Barley, bush.....	166,100	174,800	142,300
Oats, bush.....	4,979,200	5,341,400	5,686,500
Rye, bush.....	80,900	282,600	616,500
Malt, bush.....		355,300	224,800
Beef, bbls.....	5,400	7,190	100
Pork, bbls.....	54,700	14,350	11
Bacon, lbs.....	559,300	1,258,100	
Butter, lbs.....	26,100	52,400	42,100
Lard, lbs.....	1,451,600	1,750,400	58,100
Cheese, lbs.....	49,100	2,482,800	465,400
Wool.....	233,600	341,900	191,300

Illinois Central Railroad.

The statement of this Company for the month ending Aug. 31, 1866, is as follows:

LAND DEPARTMENT.

Acres Construction Lands		
Sold.....	9,385.97	for \$159,729 60
Acres Int. Fund Lands		
sold.....	400.00	for 5,288 60
Acres Free Lands sold..	726.90	for 9,314 06

Total sales during month of Aug., 1866.....	10,512.87	for \$120,332 26
To which add Town Lot Sales.....		640 00

Total of all.....\$120,972 26

Cash collected in Aug.....\$193,848 36

TRAFFIC DEPARTMENT.

Receipts from Passengers.....	\$153,288 74
do. Freight.....	327,427 00
do. Mails.....	6,358 33
do. Rent of Road.....	4,000 00
do. Other Sources.....	50,000 00

Total Receipts in Aug., 1866.....\$586,074 07

Total Receipts in Aug., 1865.....\$661,190 07

Journal of Railroad Law.

LIABILITY OF COMMON CARRIER.—WHEN LIABILITY CEASES.

The case of *Marshall vs. N. Y. Central Railroad Company*, lately decided in the Supreme Court, Rochester, is an important exposition of the law of common carriers. The facts are sufficiently stated in the opinion of the court, which was written by

E. DARWIN SMITH, J.—The questions presented for our decision in this case arise upon exceptions taken during the progress of the trial, and to the charge of the Circuit Judge in submitting the course to the jury.

The first exception taken was to the decision of the Circuit Judge in overruling the question put to the witness Garvin, one of the defendant's agents, asking him if he had any authority from the company to make a contract to ship freight at any particular time or specific time. I do not think this exception well taken. If the plaintiff's right of recovery rested upon an express contract, that contract was not made by this witness, but with Wemple, the general freight agent of the defendants. The plaintiff's agent Norton showed to the witness a letter from Wemple, directed to said agent, saying that he was at liberty to ship apples from any station on the line of the defendants' railroad subject to changes, if consigned to the Swiftsure line, Albany. Norton showed this letter to Garvin, who was a mere subordinate agent of the defendants', and he said he would ship the apples as requested. This was no bargain by Garvin and could not have been so understood or considered. It was merely a recognition of the authority of Wemple to direct on the subject, and an assent on his part to comply with the instructions thus given by Wemple. It was of no kind of consequence what authority Garvin had in fact. He made no bargain. He merely undertook to fulfill the instructions of his superiors.

Another exception is to the exclusion of evidence offered to show large accumulation of freight at Batavia and Lockport in the month of November 1860. This evidence was merely cumulative. I can see no objection to it otherwise. A large amount of evidence to the same effect was

given, and the fact sought to be established by such proof was abundantly established by the defendants, so that I can not see that they were, or could not be, in any way injured by the exclusion of this testimony.

The exceptions to the refusal of the judge to non-suit the plaintiff are, I think, not well taken. The case, when the plaintiff rested, was clearly one for the jury. The same points then made were subsequently raised upon exceptions to the charge, and will be considered in that connection.

The first exception to the charge presented on the argument was that the judge erred in charging the jury that preference was to be given to perishable property. The proposition in the charge excepted to is as follows: "Where two kinds of property are delivered at the same time by different owners, one of which kind is perishable and the other not, preference is to be given to that which is perishable in transportation, and if either must wait, it must be that which is not perishable."

I do not see in the evidence any particular occasion for the statement of such a proposition. It seems to me that was a mere abstract remark not essential to the case, and, one which could not have done any injury if erroneous. But I am not prepared to say that it was erroneous. It merely affirms as most reasonable, what the defendants proved to have been the practice of the agents of the company. A witness for the defendants (Gates,) the clerk of the superintendent of the western division of the defendants' railroad, testified that there was a greater demand for cars during the month of November, 1860, than there ever had been at any previous month, and that "Mr. Collamer (the superintendent,) made it a rule to give perishable property a preference if possible."

This, it seems to me, was a very rational rule, and as the duty of the defendants rested upon the ground of reasonable diligence in the transportation of property, and their liability for loss and injury resulting from delay in the transmission of property, could only be practiced upon proof and a finding that they neglected to transport such property within a reasonable time after its receipt.

The question how the carrier was employed, and how he used and employed his means of transportation, during any given period when property was delayed, would always be a proper subject of inquiry, and that on this inquiry proof that his means of transportation were employed in transporting perishable property in preference to other property received at the same time, would always be held a sufficient excuse for delay. The judge so states the rule. The preference as he states it, is between property received at the same time. If the carrier in such case cannot carry all the property received, it seems to me that he may give preference to the perishable property over that not perishable, and that the giving of such preference cannot be a matter of complaint, but rather would be a matter of duty on his part, in such a case. I therefore do not think that this exception should be allowed.

The remaining exception urged upon us on the argument, relates to the rule of damages adopted at the circuit. The plaintiff was allowed, under objection and exceptions, to show what the value of the apples in question was when they were received in New York, frozen, &c., and what it

would have been if they had not been injured by frost at the time of their receipt by the plaintiff in that city. I have had some difficulty with these exceptions. The defendants were carriers from Buffalo to Albany. Their railroad ends at Albany, and they do not seem to have made any contract, or to have incurred any duty that is established in the case, other than to transport these apples to Albany and there deliver them to the Swiftsure line, the consignee named and designated by the plaintiffs. Their duty ended when they had duly delivered the property to the plaintiff's consignee at Albany, and such delivery was equivalent to a delivery to the plaintiff at that place. When a carrier has received property for transportation, if he is liable for any loss or injury resulting from delay in its transportation or otherwise, while in his possession, such damages are to be appraised or fixed at the place of destination of such property. And the place of destination, in this sense, must, I think, in the absence of any express contract to deliver at a particular place, be where the route of the carrier ends. But this property was purchased for the New York market, and this was known to the defendants. It was delivered by them to the Swiftsure line at Albany to be forwarded to New York, and was immediately forwarded to that city, and within a few days was received there by the plaintiff, they paying the freight from Albany. The barrels were then opened and examined, and the condition of the apples and the injury to them from frost fully ascertained. Such injury could not fully have been determined at an earlier period. These facts all appeared at the trial. The question then is, assuming that the damages should have been assessed at the value, or depreciation of the apples at Albany, whether proof of such value or depreciation in the New York Market was inadmissible and error. I think it was not, and that it was an element or species of evidence on the question of damages, and probably the best the case afforded. It furnished a pretty clear and satisfactory basis upon which the jury could estimate the damages of the plaintiff at Albany. If there was any difference of value between the two places, or the property was injured or depreciated after it left Albany, the defendants might have proved it. There is not in the case any proof of the kind, nor any suggestion to that effect; and I ought I can see in the case, I think it would have been entirely proper for the Circuit Judge to have instructed the jury that they might find the value of these apples to be their value, as proved in New York, deducting the freight on them from Albany to New York, and make any other allowance which they thought proper for the difference in value between the two places. This would be a fair method of estimating their value, and I can not see why it would not be a proper mode or rule for estimating damage in all such cases, (Vide *Wemple vs. Stewart*, 22 Barb. 154; 5 Denio, 56; 8 Wend, 435.) I think no exception could have lain to such a direction; and as it does not appear what was the precise direction of the Circuit Judge on this question of damages, and no error is alleged in respect to such instruction, I think we must assume that it was entirely satisfactory to both parties, on this subject. And in this view, and upon this ground, also, I think these exceptions may be and should be overruled.

If my brothers concur in these views, the judgment should be affirmed.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of August, were:

ENTERED FOR CONSUMPTION.			
	1865.		1866.
Manufactures of wool ...	\$5,233,946		\$3,983,436
" cotton ...	1,506,440		1,325,929
" silk	2,867,785		1,867,096
" flax	1,272,717		997,266
Miscellaneous dry goods.	630,864		922,794
Total entered for cons'n.	\$11,511,752		\$9,096,521

WITHDRAWN FROM WAREHOUSE.

	1865.		1866.
Manufactures of wool ...	\$1,945,577		\$3,205,913
" cotton ...	168,188		479,945
" silk	519,068		1,257,525
" flax	295,964		437,758
Miscellaneous dry goods.	58,273		131,138
Total withdrawn from warehouse	\$2,987,070		\$5,512,279
Add entered for consump.	11,511,752		9,096,521
Tot. thrown on the market.	\$14,498,822		\$14,608,800

ENTERED FOR WAREHOUSE.

	1865.		1866.
Manufactures of wool ...	\$834,519		\$2,871,470
" cotton ...	119,182		598,172
" silk	594,313		1,383,538
" flax	344,205		747,714
Miscellaneous dry goods.	58,241		172,923
Total entered for ware'h'g	\$1,950,460		\$5,773,817
Add ent. for consumption.	11,511,752		9,096,521
Total entered at the port.	\$13,462,213		\$14,870,338

The imports of foreign dry goods at New York for eight months from January 1st were:

ENTERED FOR CONSUMPTION.			
	1865.		1866.
Manufactures of wool ...	\$13,247,850		\$23,805,747
" cotton ...	4,584,702		12,091,209
" silk	8,506,416		13,167,827
" flax	5,346,535		9,823,928
Miscellaneous dry goods.	1,825,812		5,527,831
Total entered for consump.	\$33,511,315		\$63,916,542

WITHDRAWN FROM WAREHOUSE.

	1865.		1866.
Manufactures of wool ...	\$7,798,350		\$12,669,259
" cotton ...	2,446,532		4,836,544
" silk	2,971,980		5,461,728
" flax	3,261,532		3,932,489
Miscellaneous dry goods.	639,831		826,265
Total withdrawn from warehouse	\$17,118,225		\$27,726,285
Add ent. for consumption	33,511,315		63,916,542
Tot. thrown on the market.	\$50,629,540		\$91,642,827

ENTERED FOR WAREHOUSING.

	1865.		1866.
Manufactures of wool ...	\$5,380,287		\$14,771,154
" cotton ...	1,353,838		4,663,914
" silk	2,330,065		6,439,187
" flax	2,316,976		4,468,354
Miscellaneous dry goods.	420,130		1,053,512
Total entered warehouse.	\$11,801,296		\$31,396,121
Add ent. for consumption	33,511,315		63,916,542
Total entered at the port.	\$45,312,611		\$95,312,663

The New Orleans *Picayune* says city railroads are found to be of great advantage, in view of the fact that they increase the value of city property. The augmented demand for residences in all portions of the city convenient to the established railroad lines, proves this fact beyond all cavil.

The China Mail Line.

We understand that the Pacific Mail Steamship Company, to whom Government awarded the contract for carrying the mails between San Francisco and Hong Kong via Kanagawa, have lately added to their line the fine new steamship *Rising Star*, and that they have on the stocks, in this City, two more steamers of greater tonnage than any vessels belonging to the company. The first steamer (the *Colorado*) will be dispatched from San Francisco in January next, and be followed by the *Montana*, now on the way from this port to California. The establishment of this line, in connection with the British line recently established between New Zealand and Panama, it is expected will create a new era in the commerce of the Pacific. The Australasian trade will be controlled by the British line, but as an offset to this, we shall have the vastly greater and richer traffic of China and Japan. The inhabitants of the Colonies, including Australia, are few in number compared with those who will be brought into direct commercial intercourse with us by means of our steamship line across that ocean. Many of the most valuable commodities which the world affords are produced by the people who dwell upon the borders of the China sea. The silk, tea, and cotton which seek a market from that densely populated region, make it certain that this country will come into possession of a great trade from beyond the Pacific, as soon as the mail steamship line commences its work. Steam to China will cause our country to realize more forcibly than ever the necessity of a Pacific railroad. That the construction of this great thoroughfare will be hastened by the increase of trade which will be offered by means of a steamship line from the Pacific coast to China, at once appears evident.

Not only is the commerce between China and Japan and our Pacific possessions expected to be greatly enlarged, but a large passenger traffic is confidently looked for. A few years ago, China furnished no passengers. Now large numbers travel to and fro by sail, and it is estimated that at least 5,000 Chinese will travel each way by the steamers. Restrictions upon travel have already been removed by the Japanese authorities, and the time may not be far distant when that curious and inquisitive people, availing themselves of their newly granted privileges, will travel extensively, and their patronage in this way may become of great importance to California.

An extract from an official copy of the convention completed June 20, between the United States, France, Holland, and Japan, gives the duties on certain articles of import as follows:—Candles, two boos, twenty-five cents; hides, one boo, eighty-cents per one hundred cattles; quicksilver, six boos per one hundred cattles; salt fish, seventy five cents per one hundred cattles; grain, flour, and meal, duty free. The export of flour and wheat is prohibited. Tea pays an export duty of three boos, fifty cents per one hundred cattles; rags, twelve cents; cotton two boos, twenty-five cents. Duty on the sale of steamers to the Japanese, three boos per ton, and on sailing vessels, one boo per ton. The bonded warehouse regulations are on a liberal scale, and the charges are moderate.—*Shipping List*

The sale of the St. Louis and Iron Mountain railroad by Commissioners will take place on the 27th of September, inst., and that of the Cairo and Fulton railroad on the 1st of October prox. The Commissioners now invite proposals in writing for the purchase of said railroads, lands, rolling stock and appurtenances, in case they should buy in the same at the sale thereof as advertised by the Governor of Missouri to take place on the days above mentioned.

The double track of the Western (Mass.) Railroad has been completed to Westfield, and next season it will be built to Washington. This will give a double track from Albany to Worcester

Grain Trade of Buffalo and Oswego.

The following is a comparative statement of the shipments of flour, wheat, corn and oats by canal from Buffalo and Oswego, from May 1, to August 31, 1865 and 1866:

	1865.	Flour.	Wheat.	Corn.	Oats.
Buffalo ..	85,018	4,952,088	8,714,323	4,845,112	
Oswego...	109,288	1,208,332	917,655	151,939	

Total 194,306 6,160,420 9,631,978 4,997,051

	1866.	Flour.	Wheat.	Corn.	Oats.
Buffalo ..	15,671	2,132,314	15,941,185	6,055,227	
Oswego...	40,945	884,907	2,116,343	283,342	

Total 56,616 3,017,221 18,057,528 6,338,569

Loss 137,690 3,143,199

Gain..... 8,425,550 1,341,518

Delhi Railway.

The sum of £207,000 has been paid up to this date to the credit of the Secretary of State for India on account of the call of £3 per share recently made including payments in anticipation.

At an auction sale in Richmond, last week, James River and Kanawha stock sold at \$6@7 per share; Virginia and Tennessee Railroad 6 per cent. coupon bonds at \$60; and Virginia 6 per cent. registered stock, old and new, at \$42.30; Richmond, Fredericksburg and Potomac Railroad 6 per cent. registered bonds, \$82 50; do., 7 per cent. bonds, \$87 50; Richmond City bonds, \$81 50; Virginia Central Railroad 6 per cent. coupon bonds, \$62 50; Richmond and Danville Railroad 6 per cent. registered bonds, \$71; do., coupon bonds, \$72 50@73.

The proposition to turn over all the stock held by the corporation of Pensacola in the Alabama and Florida Railroad to a Boston house, as a bonus for an advance of money to complete the railroad in the course of three months, was ratified by the freeholders of that city on the 23d ult., by a vote of 67 to 15.

The St. Paul and Pacific Railroad has been completed to St. Cloud, the utmost northerly limit of railroad trade in the United States thus far. There is now direct railroad communication between St. Cloud and Winona.

CARS FOR SALE.

TWO Superior full 60 Passenger Saloon Coaches, framed with 6 longitudinal sills. Also, Three 4 or 40 Passenger Coaches, of light and strong construction, all with Dome Roofs, and of first class finish, ready for delivery at short notice.

GRICE & LONG'S

Car Works, Trenton, N. J.

OFFICE TENN. & PACIFIC R. R. COMPANY,)
No. 25 UNION STREET,)
NASHVILLE, August 28, 1865

PROPOSALS WILL BE RECEIVED FOR A Preliminary Survey, with instruments, of that portion of the Road, which is between the Cities of Nashville and Knoxville, Tennessee. The Road must be surveyed on lines, and the report must embrace all necessary information in regard to the character of the country, its resources, the distances intervening, grades and obstructions, the cost of construction, and be accompanied by plans and profile views of the several routes, necessary to letting out the work.

Engineers must state the sum for which the work will be completed, and Proposals must be filed at this Office by the 1st of October.

J. D. B. DeBOW,

President.

JOHN KIRKMAN,

Chairman Executive Committee.

CIVIL AND MINING ENGINEERING,

At the RENSSELAER POLYTECHNIC INSTITUTE, Troy, N. Y.

The next Annual Session begins SEPT. 12th. For the new ANNUAL REGISTER, containing full information, apply to

5131 PROF. CHARLES DROWNE, Director, Troy, N. Y.

FIRST MORTGAGE BONDS

OF THE

Central Pacific Railroad Company,

OF CALIFORNIA.

Interest at the rate of Six per Cent. per Annum, payable Semi-Annually.

Principal and Interest payable in U. S. Gold Coin in the City of New York.

Amount of Issue, \$7,336,000.

IN COUPON BONDS OF \$1,000 EACH.

The Bonds have Thirty Years to run, and are secured by a First Mortgage, constituting an absolute prior lien on that portion of the Road, Equipments, Franchises, and Entire Property of the Central Pacific Railroad Company, located in the State of California, and extending from Sacramento City to the California State Line, forming a part of the GREAT PACIFIC RAILROAD ROUTE, adopted and aided by the UNITED STATES GOVERNMENT.

The amount of these First Mortgage Bonds to be issued per mile is limited by law to the amount of United States Bonds allowed and issued to aid the construction of the Road, and the Mortgage by which they are secured is declared by Act of Congress to constitute a lien prior and superior to that of the United States Government.

The aid received from the Government (in amount equal to this First Mortgage) is economically and judiciously applied to the construction and equipment of the Road, together with nearly \$7,000,000, received from Stock Subscriptions and other sources. The First Mortgage therefore amounts to but about 35 per cent. of the actual cost and value of the Property which it covers.

The road is now completed, equipped and running from Sacramento City to Alta, a distance of 73 miles, and the earnings for the three months ending August 1st were as follows, viz.:

May, 1866	\$65,115 83
June "	67,429 78
July "	85,000 00

IN GOLD.

The earnings are steadily increasing, and are estimated at over \$100,000 in Gold for the month of August—the official report for that month not having been received at this date.

The construction of the road is going vigorously forward, and it will probably be in full operation to the California State Line—156 miles from Sacramento City—during the summer of 1867, when its earnings must be very large, as the entire trade of Nevada, and a large proportion of that of Utah, Idaho and Montana must pass over its line. It has been shown by reliable statistics that in 1863 over \$13,000,000 in Gold was paid for freighting goods from California to Nevada alone.

This part of the Great Pacific Railroad Route is destined to be one of the most profitable lines of railroad in the world, and its First Mortgage Bonds are among the best secured and most desirable investments ever offered.

Over \$1,000,000 has already been expended in grading beyond the point to which the road is now running, and the iron is bought and paid for sufficient to lay the track the entire distance to the State Line.

The Road has been completed and equipped thus far without the sale of a single dollar of its First Mortgage Bonds, and they are now offered to the public for the first time, after the earnings of the Road have reached the sum of \$100,000 per month in Gold, only about 25 per cent. of which is required for operating expenses.

The interest is payable on the first days of January and July, at our office in the city of New York. The Bonds are offered at 95, and accrued interest from July 1st, in Currency. Orders may be forwarded to us direct, or through the principal Banks or Bankers in all parts of the country.

Remittances may be made in drafts on New York, or in Legal Tender Notes, National Bank Notes, or other funds current in this city, and the Bonds will be forwarded to any address by Express, free of charge. Inquiries for further particulars, by mail or otherwise, will receive punctual attention.

FISK & HATCH, Bankers,

No. 5 Nassau St., New York.

N. B.—All kinds of Government Securities received at the full market price in exchange for the above Bonds.

American Labor Saving Co.

62 Broadway, New York.

To Railroad Contractors and Others Engaged in
EXCAVATING OR REMOVING EARTH,**THE AMERICAN LABOR SAVING COMPANY**
is now offering for sale **Ze Butt's Patent American Railroad Cart, Excavator, and Self-Dumping Trucks.**

The Cart possesses the following advantages:

1st.—The wheels may be made any height desired, while the body swings near the earth, and thus saves 33 per cent. of the labor of loading ordinary carts.

2d.—It dumps with as much facility as any cart now in use, and will be found a valuable labor saver to the earth mover, coal merchant, street scavenger or farmer.

3d.—It is adapted to one or two horses as may be desired, and may be constructed for the lightest or heaviest work.

THE EXCAVATOR

in all earth free from large stones, and that can be plowed, is a self-loading machine, by which the labor of twelve men is performed by one man and a pair of horses. Its dumping qualities are perfect, and as a labor saver in the construction of railroads, levees, canals, &c., &c., we think it unequalled.

Contractors and others using excavators, carts, or two horse wagons, are respectfully invited to call at our office and examine these valuable labor saving inventions.

Ze. BUTT, President.**JAMES E. BROOME, Secretary.** 1135**A. L. HOVEY & CO.**Cor. 2d & South 11th Streets,
WILLIAMSBURG, L. I.Sole Manufacturers of
Ely's Railroad Box and Lining Metals
for all machinery where anti-friction metal is required.

Cheaper and warranted superior to the best brass boxes. Price 35 cts per lb.

A. L. HOVEY,
J. R. BAKER,**T. R. ELY,**
Superintendent.**JOSEPH H. CROWELL,** Agent for Railroads, New Jersey Central Railroad Depot, New York.**STEELE'S****PATENT****FEATHER DUSTERS,**

For Railroad Companies.

STEELE & Co.,

SOLE MANUFACTURERS,

No. 3 Park Row,

Opposite the Astor House.

NEW YORK.

Pacific Mail Steamship Company's

THROUGH LINE TO

CALIFORNIA,

And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

8-pt 1.—NEW YORK, Capt. Weir, connecting with SACRAMENTO, Capt. Caverly.

Sept. 11.—ARIZONA, Capt. Maury, connecting with GOLDEN CITY, Capt. Lapidge.

Sept. 21.—HENRY CHAUNCEY, Capt. A. G. Gray, connecting with CONSTITUTION, Capt. Farnsworth.

All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand. Steamer of Dec. 11, 1886, will connect with the first steamer of the Company's China Line, leaving San Francisco Jan 1, 1887, for Hong Kong.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

3m35

S. K. HOLMAN, Agent.**LEATHER BELTING**

FOR SALE.

90 feet of New Leather Belting, 10 inch.	
650 " " " " 8 "	
500 " " " " 6 "	
175 " " " " 4 "	
725 " " " " 3½ "	

3136

FOWLE & CO.,

70 Broadway.

20,000**Phoenix Railroad Chairs**

FOR SALE.

To Suit a 50 to 52 lb. T. Rail,

ERIE PATTERN.**FOWLE & CO.,**

70 Broadway.

THE STEAM SIPHON PUMP

IS THE MOST SIMPLE, EFFECTIVE, AND DURABLE device for raising water by steam yet discovered. It is an independent lift and force pump without piston, plunger, valves, or movable parts of any kind. With the STEAM SIPHON WATER STATION a Locomotive can raise water with its own steam, and fill its tender in the same time as from an ordinary tank, thus dispensing with tanks, pumping machinery, and men to attend them. It cannot get out of order, or freeze up, and is an efficient fire engine where steam power is employed, as at Machine Shops, Car Shops, Elevators, &c. For Circulars and other information address

STEAM SIPHON COMPANY,

6m30

48 Dey St., New York.

BORDEN & LOVELL,

70 and 71 West Street, New York.

GENERAL AGENTS**Borden Mining Company's****CUMBERLAND COAL.**

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

POSTPONEMENT.

NOTICE TO THE PUBLIC.

The Senate of the State of New York, on the 23th of April last, adopted the following resolution:

Resolved, That a select committee of three be appointed to sit during the recess, with the Mayor of New York, the State Engineer, and the Engineer of the Croton Board, to ascertain and report to the Senate the most advantageous and proper route or routes for a railway or railways suited to the rapid transportation of passengers from the upper to the lower portion of the City of New York, having in view the greatest practical benefit and safety to the public and the least loss and injury to property on or adjacent to said route or routes.

The following are the members of the commission:

Senator George H. Andrews.

Senator Henry R. Low.

Senator Charles G. Cornell.

State Engineer J. P. Goodsell.

Mayor John T. Hoffman.

Engineer Alfred W. Craven.

At meetings of the Board held on May 31 and June 2, it was resolved that parties interested be, and they are invited to submit plans and specifications upon the subject embraced in the above resolution, to be addressed, "To the Senate Commission on Railroads," at the office of the Street Commissioner, corner of Broadway and Park Place in the City of New York, on or before Wednesday, the 1st day of August next.

The Committee deem it desirable that the plans should be accompanied by approximate estimates of expense.

GEORGE H. ANDREWS, Chairman.**A. W. CRAVEN, Secretary.**

The time for the reception of plans is extended to the 1st day of October. By order of the Committee.

6134

A. W. CRAVEN, Secretary.**Car Covering or Roofing.****KINGMAN'S CEMENT WITH HEAVY CAN-**
VASS, used by many roads as a substitute for Car
Duck.

July 19th, 1886.

WILLIAMS & PAGE, Boston.**Wm. D. McGowan,****IRON BROKER,**

[No. 25 Wood Street.]

PITTSBURGH, PA.Prompt attention given to all business intrusted to
my re. 6m37**UNITED STATES****STEEL PEN WORKS,**

FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,**Steel Pen Manufacturers,****WAREHOUSES,** { 403 ARCH ST., Philadelphia.
 { 42 JOHN ST., New York.Samples and prices on application. Lots made to order
of any pattern or stamp required.**CAUTION.**

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.**Hosford & Co.,****BANKERS and BROKERS,****No. 18 Broad Street,****NEW YORK.****H. E. HOSFORD.****G. M. HUMPHREY.****WM. D. VERNAM.****SALE OF****CAIRO AND FULTON RAILROAD****OF MISSOURI****BY COMMISSIONERS.****THE UNDERSIGNED,** who have heretofore given notice of their appointment as Commissioners, and of their authority to take possession of or to buy in the said Cairo and Fulton Railroad of Missouri, together with the Lands belonging thereto, and again to sell the same, do hereby invite proposals in writing, for the purchase of said railroad, and its Lands, Rolling Stock and Appurtenances, in case the undersigned should buy in the same at the sale thereof, as advertised by the Governor of Missouri to take place on the 1st day of October, 1886.**CHARLES S. RANKIN,**
BERNARD G. FARRAR,
RUDOLPH WEBER,
Commissioners.

9157

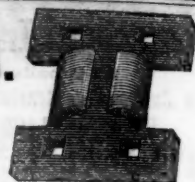
SALE OF**ST. LOUIS AND IRON MOUNTAIN****RAILROAD****BY COMMISSIONERS.****THE UNDERSIGNED,** who have heretofore given notice of their appointment as Commissioners, and of their authority to take possession of or to buy in the said St. Louis and Iron Mountain Railroad, together with the Lands belonging thereto, and again to sell the same, do hereby invite proposals in writing, for the purchase of said Railroad, and its Lands, Rolling Stock and Appurtenances, in case the undersigned should buy in the same at the sale thereof, as advertised by the Governor of Missouri to take place on the 7th day of September, 1886.**ROBERT A. WATT,**
CHARLES S. RANKIN,
BERNARD G. FARRAR,
Commissioners.

8137



THE CALVERT IRON AND NAIL WORKS CO.

OF BALTIMORE.



MANUFACTURERS OF
ROLLED CONTINUOUS-LIP RAIL ROAD CHAIRS,
FORGED SQUARE-LIP SLEEVE & FLANGE CHAIRS,

AND ALL KINDS OF JOINT FASTENINGS AND BOLTS,
RAIL ROAD, SHIP AND BOAT SPIKES,
BOILER RIVETS, BRIDGE BOLTS, TRACK-LAYING TOOLS, &c.

These Works have been recently enlarged, and, with new and improved machinery, are prepared to execute orders with despatch.

MARSHALL P. SMITH, Gen'l Sup't.

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**SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,**
With continuous lips, made to fit exactly the flanges of the rails.

SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

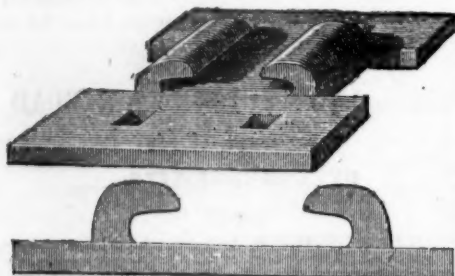
NEW YORK Railroad Chair Works.

Of which the late J. S. BREESE was Pres't.

JOSIAH S. LEVERETT & CO.,

SOLE AGENTS,

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THIS COMPANY also manufacture RAILROAD,
SHIP AND BOAT SPIKES of a Superior
quality, which they are prepared to supply at the short-
+ notice.

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ASSETS, Jan. 1st, 1866.....\$1,366,699

ORGANIZED APRIL, 1844.

Losses paid to Consumers in Cash, over Eighteen Million
Dollars.

For the past nine years the cash dividends paid to
Stockholders, made from ONE-THIRD of the net profits,
has amounted in the aggregate to

One Hundred and Twenty-one and a half per Ct.

Instead of issuing a scrip dividend to dealers, based on
the principal that all classes of risk are equally profitable,
this Company will hereafter make such cash abatement
or discount from the current rates, when premiums are
paid, as the general experience of underwriters will war-
rant, and the net profits remaining at the close of the
year will be divided to the stockholders.

This Company continues to make Insurance on Marine
and Inland Navigation and Transportation Risks, includ-
ing Risks on Merchandise of all kinds, Hulls, and Freight,
on the most favorable terms.

Policies issued making less payable in Gold or Cur-
rency, at the office in New York; or in Sterling, at the
office of Rathbone Bros. & Co. in Liverpool.

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Railroad Materials, Locomotive and Car Findings,

MACHINERY AND MACHINISTS' TOOLS,

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COTTON WASTE.

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ENGINE, STATION, AND SIGNAL BELLS,

Superior Car Upholstery, etc.

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BRIDGES & LANE, MANUFACTURERS AND DEALERS IN RAILROAD AND CAR FINDINGS AND MACHINERY

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Corner of Greenwich st., NEW YORK

RAILROAD AXLES, WHEELS AND CHAIRS,
SPIKES, BOLTS, NUTS, WASHERS,
CAR, SHIP AND BRIDGE BOLTS

IRON FORGINGS OF VARIOUS KINDS, ETC., ETC.

STEEL AND RUBBER SPRINGS,

LOCOMOTIVE AND HAND LANTERNS,

PORTABLE FORGES AND JACK SCREWS,

COTTON DUCK FOR CAR COVERS,

BRASS AND SILVER TRIMMINGS.

Also, Sole Agents for the Manufacturers of Car Head Linings
Orders for the purchase of goods on commission, aside from
our regular business, respectfully solicited.

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JOEL C. LANE.

Drawing and Surveying INSTRUMENTS,

Mathematical and Surveying Instruments, of the finest
Swiss, French and American Manufacture, and all supplies
for Civil Engineers, Draughtsmen, Surveyors and Archi-
tects.

Priced and Illustrated Catalogue sent Post Paid to any
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(Of the late firm of McAllister & Bro., Phila.)

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E. J. M. DERRICK,

ARCHITECT AND CIVIL ENGINEER,

Late with the Erie Railway.

No. 119 Broadway, NEW YORK.

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FIDELITY INSURANCE COMPANY,
170 Broadway, New York.

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KET AGENTS AND OTHER
EMPLOYEES OF RAIL-
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6m30

SHORTEST LINE TO THE OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,

Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.

On and after September 25, 1865, trains
will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,
Daily, except Saturday, 7 p. m. On Sunday 8 p. m.
Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY
ANY OTHER LINE.

Connects at Williamsport with Williamsport and
Elmira Railroad, for Elmira, Niagara Falls, &c. At
Corry, with Atlantic and Great Western Railroad, and Oil
Creek Railroad for Titusville, Shafter, Franklin, Oil
City, &c. And at Erie, with Lake Shore Line, for the
West.

Return train leaves Erie at 2.05 p. m., Corry, at 3.50 p. m.;
arriving in New York at 12.05 p. m., (noon).

H. P. BALDWIN, General Ticket-Agent.
New York, September 16, 1865.